

The ROTARIAN

SEPTEMBER 1933

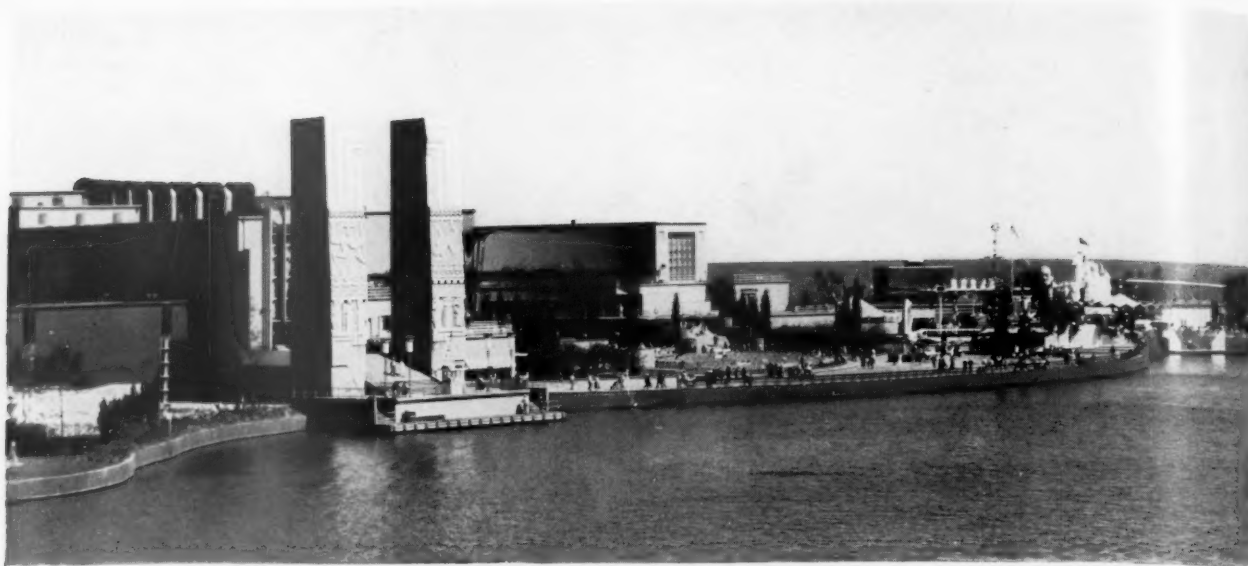
The ROTARIAN

SEPTEMBER 1933

CENTS

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A COPY



Water Gate of the Electrical Building on North Lagoon

MOST INTERESTING PLACE ON EARTH THE WORLD'S FAIR

Greatest assemblage of food for thought and building blocks for success ever brought together is at the World's Fair. From every country and state on earth the ambitious and optimistic are flocking to the Exposition.

The world is at the point of a great leap forward. The whole picture of the future is spread before you here, alive with ideas for live people.

COSTS ARE LOW

For \$16.65 an adult can see everything on the grounds of A Century of Progress, including every pay concession and Midway amusement. A child under 12 years old can do it all for \$12.05. This is the official, exact total.

The 50c gate admission (25c for children under 12) takes you into 85 exhibition buildings and features—including all the main buildings of the Fair and comprising 82 miles of exhibits.

A CENTURY of PROGRESS INTERNATIONAL EXPOSITION CHICAGO

May 27

to

November 1

SOLVED! Your Son's Future Problem

Many thousands of young men are neither interested in nor fitted for academic training. Why then urge upon them careers for which the average college prepares?

Let this 30 year old school solve your son's educational problem just as it has for other parents, particularly if your son is naturally gifted along technical lines—is well-fitted to train for a career in Electricity and Engineering.

ELECTRICITY PAYS

The dominant note at the Century of Progress Exposition is **ELECTRICITY!** In this marvelous aid to achievement Industry places its hope for the future.

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In one year he can get complete training in Commercial Electrical Engineering or Commercial Radio Engineering—B.S. Degree in Electrical Engineering in 3 years (36 mos.). Special 6 months' courses in *Refrigeration and Air-Conditioning*, *Master Electrician*, *Radio Television*.

MEN STUDY ELECTRICITY RIGHT FROM START

—do actual work on regulation equipment. Famous "Unit System" of training has proved most efficient. Each semester a complete unit of training—student advances according to ability.

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In keeping with the times, students may pay tuition monthly. Many earn portion of living expenses. 310 students placed in part-time jobs during last 6 months. Scholarship loan fund for those needing help. This school has successful graduates in all parts of the world. Let us help your son as we have helped others. Fall classes now forming.

MILWAUKEE SCHOOL OF ENGINEERING

Founded in 1903

Dept. R9-32

Milwaukee, Wis.

Please send without obligation, free Photo-Story and complete details about subjects checked with "X."

- ☐ Commercial Electrical Engineer, 1 yr.
- ☐ Electrical Engineer, 3 yrs., B.S. Degree
- ☐ Master Electrician
- ☐ Radio, Television
- ☐ Armature Winding

- ☐ Commercial Radio Engineer, 1 yr.
- ☐ Electrical Refrigeration & Air Conditioning
- ☐ Home Laboratory Service
- ☐ "Earn While Learning" Plan
- ☐ Scholarship Loan Fund

Your Name.....Address.....

Son's Name.....Age.....Education.....





Earnest Elmo Calkins, author of "Business the Civilizer," etc.

Next Month—

Advertising of the Future

Earnest Elmo Calkins, dean of American advertising men, says: "The force known as advertising is still in somewhat the same condition as the force known as electricity. . . . We can make it do wonderful things, but not yet all the wonderful things of which it is capable." His article is stimulating and practical.

What's a Bad Boy?

He probably is a good boy under favorable circumstances, according to Elmer T. Peterson, who cites cases of "bad" boys that have been "made" good.

In
Your

ROTARIAN for October

Readers' Open Forum

Letters are invited from readers offering comments upon articles, or setting forth new viewpoints on Rotary problems. They should be as brief as possible.

Influence

To the Editors:

As Rotarians we are more than gratified at the strength which has been shown by Rotary International during the past four years of world-wide depression and unrest. It is doubtful if any other national or international organization has lost so few members in proportion to its total membership or slowed down so little in its work as ours has done. In part this is due to the inspiration of THE ROTARIAN, one of the best fraternal and family magazines published in America today. Each number is a gem in its makeup and general appearance, while one can hardly see how its editors could do their work better than it is being done. If one will read the ROTARIAN through carefully, I believe he will agree that this word of praise is fully justified.

JAMES SPENCER

Buffalo, New York

Penalty for Foul

To the Editors:

In a recent issue of THE ROTARIAN, in an article entitled *Passing the Puck*, by "Dick" Irvin, I find the following, "I know no other sport where a foul is penalized by removing the offender for a specified period and forcing his team-mates to play short-handed while he is banished."

Has neither the Editor nor "Dick" heard of lacrosse?

JOHN R. WEBSTER

Camp Ossipee,

West Ossipee, N. H.

Note—The author erred in his statement. In lacrosse, under English rules, should an accident or injury incapacitate a player, the opposing side must withdraw one of their players, to equalize numbers. But should the injury be due to a foul and the referee suspend the offending player, he shall be withdrawn, as well as another of his team. The game as played in Canada and the United States allows an injured man to be replaced by a reserve player.—Editors.

N.R.A.-Rotary

To the Editors:

If this can be used you will know the proper channels through which it should go.

N.R.A., that's the way,
Roosevelt cleared the track.
N.R.A., that's the way,
Good times are coming back.
Each firm will sign and then live true,
The things set out in code to do.
N.R.A., that's the way,
Good times are coming back.

N.R.A., that's the way,
We have made our start.
N.R.A., that's the way,
Each man must do his part.
All those in want, we'll strive to see,
Be given more than sympathy.
N.R.A., that's the way,
We can do our part.

N.R.A., that's the way,
Good times coming soon.
N.R.A., that's the way,
Our Land is sure to boom.
From north to south, from east to west,
He profits most who serves the best.
N.R.A., that's the way,
Good times coming soon.

Words by: Van Chandler, song leader, Kingsville, Texas, Rotary club.

Tune: "R-O-T-A-R-Y, That Spells Rotary."

We used it in our club and the boys liked it. It is free to whoever may want it.

DR. J. V. VAN CHANDLER

Kingsville, Texas

Her Reputation . . . Damaged

To the Editors:

With the advent of 3.2 liquid refreshments in the domain of Uncle Sam, it seems to me that this hullabaloo about putting "Sweet Adeline" on the Indian list should die a natural death. If a Canadian may be permitted to say so, possibly "Drink to Me Only With Thine Eyes" would have been a more appropriate theme song prior to the event mentioned above, but now that our American cousins are gradually returning to normalcy, surely they will not be guilty of perpetrating another imposition by banning the song where barber-shop harmony can run free with absolute safety!

Up here in Calgary, "Sweet Adeline" is sung in the Rotary club in a manner that leaves our visitors speechless! Indeed, on more than one occasion, after our guests have recovered, we have been asked to repeat it—which may mean either we are particularly good or our guests are brutes for punishment. Modesty prevents my stating which is correct.

Dear ROTARIAN Editors, unless you wish to start another war, please come out in the open and defend the good reputation of this young lady called Adeline. She has more male admirers than you imagine. Those who are opposed to



"... women wore jaunty hats and ruffled petticoats."

her are either disappointed bachelors or individuals who believe in the Einstein theory—whatever that is.

Calgary, Canada

AN ALLEGED TENOR

P. S. I am enclosing a photograph of the days when the automobile was a rattle-trap affair, and women wore jaunty hats and ruffled petticoats. We have made progress since then, but let us not forget that old songs, like old wines, improve with age.—"A. T."

[Additional "Letters" on page 37]

The ROTARIAN

AN INTERNATIONAL MAGAZINE DEVOTED TO THE ADVANCEMENT OF THE IDEAL OF SERVICE AND ITS APPLICATION TO PERSONAL, BUSINESS, COMMUNITY, AND INTERNATIONAL LIFE

PUBLISHED MONTHLY BY ROTARY INTERNATIONAL

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NUMBER 3

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General Hugh S. Johnson

A crayon portrait drawn for THE ROTARIAN by S. J. Woolf, author of the article about the administrator of the United States' National Recovery Act beginning on page nineteen.

What the Blue Eagle Stands For

By Cornelius D. Garretson

ROTARIANS at the 1933 Rotary Convention in Boston adopted the following resolution:

Resolved: That we urge upon the Rotarians of the United States that, through their respective trade or craft associations, they urge upon those groups who create the codes of trade practice under the United States National Industrial Recovery Act (NRA), that they should take into account human and spiritual as well as material values.

In conformance with the above resolution, Rotary's Board of Directors authorized President John Nelson to appoint an advisory committee to consult with General Hugh Johnson, administrator of the National Industrial Recovery Act, and to prepare information which might assist American Rotarians in their respective trade associations.

Rotary, it should be said, has for years been urging Rotarians to adopt codes of ethics in their crafts. It has also been endeavoring to point out the unethical practices of business, and to show how these unethical practices have affected the material values as rated by business. Now comes the opportunity to apply principles long affirmed to be true.

Many business men have erroneously thought of business solely as an exchange of goods, commodities, or services through the medium of money. The past three years have demonstrated that it is more than that. Goods and commodities are produced only by work, and services are, of course, work. Therefore, business is an exchange of your work for my work. That is a fundamental concept in the "New Deal."

Many an *employer*, thinking to decrease his costs of manufacture, has increased production to make more money. Machines have been installed which turn out many times as much work as had been produced by one man. Though this man works no harder, he produces more but gets no more money.

The employer overlooked the fact that he should not only have cut down the hours of labor, but he should have raised the workman's pay. Had this been done, more workmen would have been employed, with the resulting purchasing power and its demand for the increased supply of goods. This seems very obvious now, but the time to have kept our supply and demand in balance was when we were bringing our new machines into production. It is, therefore, in the spirit of "live and let live" that every NRA code must arrange to shorten the hours of work and increase the wages of workmen.

In *buying and selling*, many unfair and question-

A statement to Rotarians in the United States from the chairman of Rotary's committee appointed to confer with the NRA officials.

able practices have crept in, most of them based on greed, and greed has taken a heavy toll. Probably the most glaring of these abuses has been selling below cost to take business away from a competitor—without any very clear conception of the Golden Rule which, while classed as a spiritual law, is really the soundest economic doctrine. Other violations of this principle are price discrimination, secret rebates, commercial bribery, misleading advertising, mislabelling and misbranding, false invoicing, slack filled containers or short weights, and dumping.

Buyer and seller must realize the mutuality of interest. Both are trying to make a profit, but each must realize the economic truth that the only way this can be accomplished is for one to allow the other to do likewise. Hence all codes should stress the fact that it is unsound to sell below full cost, plus a fair profit.

COMPETITOR *relationship* must also be based on the law of "live and let live." Each must fully realize that his actions have a direct influence on the actions of others. Anyone who misappropriates a competitor's business by false invoicing, causes a customer to breach a contract, practices espionage, pirates styles, imitates trade marks and trade names, or untruthfully defames a competitor or his products, is starting a chain of events bound to react not only on the one who starts such practices but on his industry.

Rotary has long tried to impress upon the Rotarian the fact that he is an ambassador of Rotary to his craft. Now comes to the member in the United States the opportunity to be Rotary's ambassador, and more. He is asked as a patriotic duty to enroll under the banner of the blue eagle, emblem of NRA, by joining the association of his craft (taking the initiative in organizing one if none is in existence), and then seeing to it that his group adopts a code of business practice approved by the National Recovery Administration.

Here is a man's size job that holds a challenge for virtually every American Rotarian. What are we going to do about it?



Back of Henry Ford's experiments with soybeans is a "firm belief that the best possible arrangement for any man in our civilization is to have one foot in the soil, the other in industry."

Automobiles and Soybeans

An interview by Arthur Van Vliissingen, Jr., with

Henry Ford

IFFHAND, there seems very little connection between automobiles and soybeans. As yet there has been very little connection. If you bought a new Ford car last winter you got, in unrecognizable form, a handful or two of soybeans. If this summer you bought a new Ford of one entire class you got—but it is too early in this article to come to that point. We must cover a good deal of other ground first.

Whatever theory for ending the depression may be your favorite, you will agree with the other professional and amateur economists that a basic cause of all our troubles is the dislocation of exchange relationships. Nowhere is this dislocation more pronounced than between agriculture and industry. The farmer cannot get enough money for his crops to permit his spending any considerable amount for the products of industry. Consequently, the factory hands work short time or for low wages or perhaps do not work at all. Their unemployment curtails their ability to buy farm products, which, in turn, increases the surplus on already glutted markets. The

Industrial chemists are finding new ways for factory and farm to coöperate in turning by-products and surplus crops into dollars.

farmer's purchasing power once more sinks. And so on, apparently world without end.

This maladjustment of purchasing power is, of course, the evil at which the administration is aiming its force through the manifold programs of the New Deal. The N.R.A. is set up on the one hand to rebuild the purchasing power of the wage and salary earners. On the other hand, the federal establishments dealing with agriculture are working to bring the farmer back as a mass consumer of industry's products.

Henry Ford made no claims to knowing exactly how to end the depression. But he does know that his business, like that of thousands of companies the world over, is dependent for a profitable volume of sales on two changes for the better which must be brought about. Farmers must again be able to earn enough money so that they can buy industrial products. And the other great section of population, which

depends upon industry for its living, must have enough employment at wages high enough so that its members can pay proper prices for farm products. When farmers and workmen can once more come into the market and purchase each other's goods and services, every business with managers smart enough to offer good values in products that people need and want will again be able to sell goods and earn profits. Moreover, and from the standpoint of society this is far more important, the economic human misery which now oppresses this disjointed world will decrease. It will practically vanish.

"Can agriculture provide jobs for factory workers?" asks Henry Ford. And he answers, "Yes, if at the same time industry provides a wider, steadier market for farm products. Agriculture needs more market, industry needs steadier jobs. If these two ailing groups can somehow be united for their common good, we shall see an improvement in the world economic situation as well as in the condition of farmers and factory workers. How can this be brought about?"

"I do not know the answer for the world at large. But we are getting a glimpse of the answer as far as it touches our own industry. Business is only exchange. If we want the farmer to be our customer, we must find out how we can become his customer. This is where the soybeans enter the picture as one product of agriculture which is finding a place in our manufacture of automobiles. It serves as a very interesting illustration of the whole question, because it is so

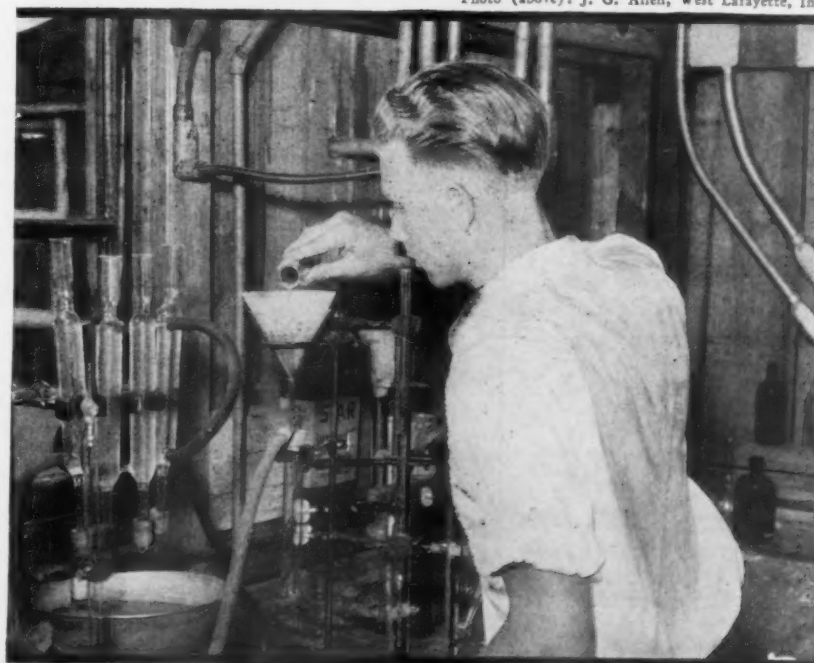
lowly a product and also because it breaks up into so many elements.

"We know beyond a doubt that supplying the American dinner table is no longer a full-time job for the American farmer. There is a surplus of almost everything that the farm produces. Now, the effect of a surplus on people's thinking is very interesting to observe. Some demand that crops be limited. The farmer instinctively spleens against it. His partnership is with the sun and soil and shower and he doesn't like to play tricks on them. He likes to see every acre produce its best and utmost.

"But that still leaves us with the surplus. Well,

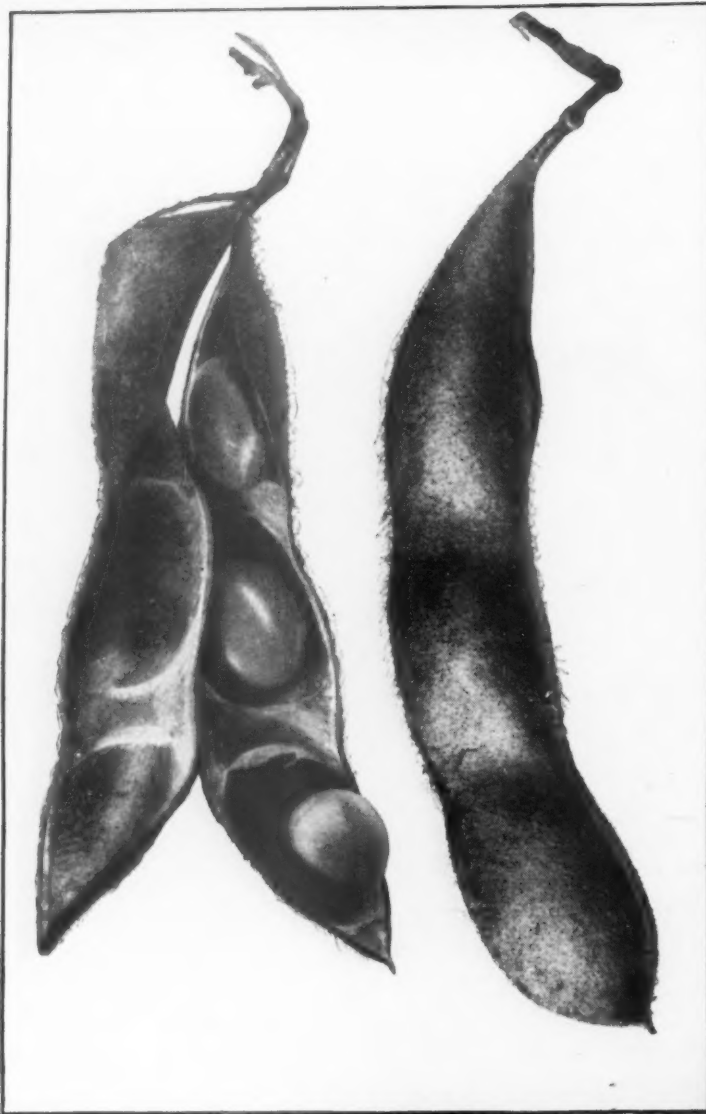


Photo (above): J. G. Allen, West Lafayette, Ind.



"Soybeans require but little cultivation — just enough to give the plants a start up to six inches tall, thereafter only enough to control the weeds."

Experimentation at the Ford laboratories has produced a new body finish for automobiles from soybean oil. It costs less than lacquer, uses less per job, and retains its luster. Mr. Ford is already using it and foresees it as the standard enamel for the industry.



Here's the humble soybean, life-size. But send it to the mill, and presto! it has a versatility that would shame the imagination of a Hollywood director. It becomes cooking fat; oil for soap, for paint, and for automobile enamel; sauce for chop suey; meal for man and beast; molding material for knick-knacks such as the ball on the gear-shift of your car.

Soybeans aren't soil robbers. Rather, they improve it by adding nitrogenous compounds. The vines usually grow about four to five feet high. When frost comes, the leaves fall off and the pods remain. Thus the farmer, after all other harvesting is out of the way, can turn his full attention to garnering his soybeans for market.



Photo: Courtesy Prairie Farmer

what is wrong with a surplus? It is only through a surplus that we learn new uses for things. How do we know how many things we can do with corn until we have so much corn that it goes to waste? The way to handle a surplus is to invent new uses for it.

"THERE is another reason for this urge to use rather than curtail. Why use up the forests which were centuries in the making and the mines which required ages to lay down, if we can get the equivalent of forest and mineral products in the annual growth of the fields? I know from experience that many of the raw materials of industry which are today stripped from the forests and the mines can be obtained from annual crops grown on farms. Besides being an advantage to the farmer and to everyone else in the providing of added outlets for farm products, it will also have the advantage of making a considerable saving to the manufacturer who learns how.

"How large a share of a modern automobile can be grown annually on the farm? We do not fully [*Continued on page 58*]

A newcomer in marts of the West is the lowly but versatile soybean, yet to Manchuria it is what steel is to Leeds or wheat is to Manitoba.

The author is an active member of the Rotary Club at Dairen (Manchuria) and manager of the local branch of Mitsui & Co., the largest commercial concern of Japan.



Bread and Butter for Manchuria

By Zyubei Abe

TO a degree hardly appreciated by Westerners, the soybean—or as we call it, the soya bean—is of vital importance to Manchuria, today more so than at any time in the centuries it has been cultivated in this region. Up to a generation ago, production was relatively small, with the beans being crushed by a very primitive method to obtain oil for local consumption. In recent years, however, the average annual soybean production has been 5,500,000 tons and, given favorable economic and political conditions, this should be doubled within the next two decades.

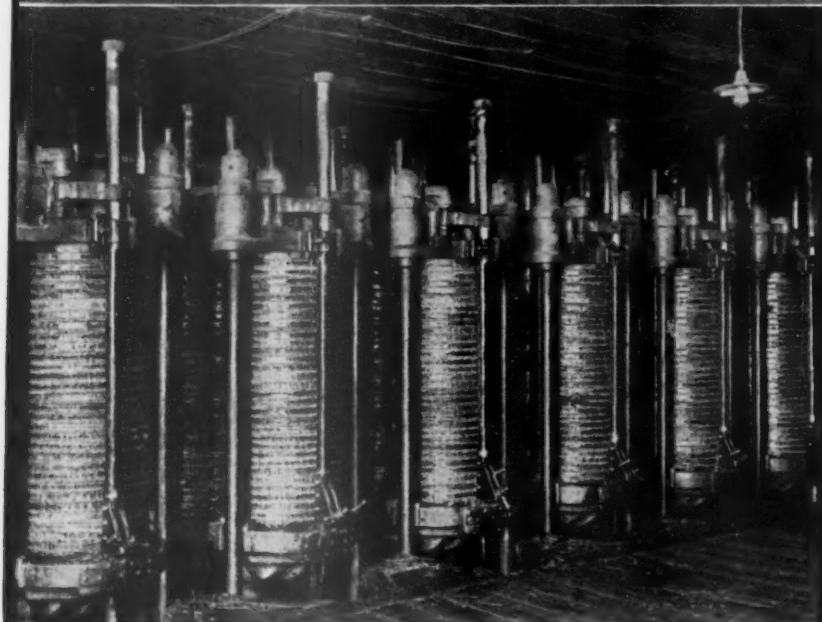
It was in the autumn of 1907, following the Russo-Japanese War (1904-6), that Mitsui & Co. made a trial shipment of several hundred tons of soybeans to Hull, England. So well received was it that in the following year the export increased to 500,000 tons at one bound. Recent yearly export of soybeans from Manchuria has been in the neighborhood of 2,500,000 tons, of which about 1,500,000 tons are sent to Europe; while that of bean cake is about 1,500,000 tons, Japan taking nearly two-thirds of it. Thus stimulated, the export of soybeans and cake, meal, and oil has become the most important business of Manchuria.

The rapidly growing demand for soybean cakes in Japan for a time led to the over-production of oil. As early as 1907, however, some was exported to Western countries. In 1915 Mitsui & Co. ventured to ship it in

bulk, instead of tin cans, having constructed several oil tanks at Dairen. This method has proved successful, and now some 200,000 tons of oil are exported annually.

Soybeans have high nutritive value, containing 38 per cent protein and 18 per cent fat. It was natural, therefore, that Orientals, who live chiefly on vegetables, particularly the Japanese—in deference to the Buddhist doctrine, should regard soybeans with favor. They are prepared in various ways, and anyone who has lived in Japan must have had experience with bean curd, bean milk, soy (Japanese sauce), fermented beans, bean paste, bean flour, bean candy, and other foods in which this versatile legume is an ingredient.

Europe uses great quantities of soybean cake and meal for feeding cattle. The cake and meal surpass all other kinds of oil residues in digestibility and percentage of protein, and are better than the beans themselves for stock food, the bean containing a too high percentage of oil for the purpose. In Japan, cake and meal are often used as a fertilizer—for rice, wheat, barley, and for mulberry and other fruit trees. This fact reminds us that soybeans have been obtainable at such low prices as to permit such apparent extravagances on the part of Japanese farmers. Recently, however, as they have done more poultry and



hog raising, cakes and meal have been increasingly used for feed.

Soybean flour has great possibilities for confections, bread, and food for babies. This development has but begun. The oil also has a multitude of uses as substitute for more expensive oils for domestic and industrial purposes as this partial list shows: cooking, lighting, lubricating, salads, margarine, soap, glycerine, waterproofing, paint, varnish, linoleum, rubber substitute, etc.

But soybean is not the only agricultural product that has come to the fore in Manchuria. Kaoliang, maize, and millet are also being cultivated on a wide scale. Manchuria's agricultural advance is a recent phenomenon, for in 1924 but 20,000,000 acres were under cultivation, while but seven years later, 1931, the figure was 34,000,000, a 70 per cent jump.

THIS rapid development has naturally brought many immigrants from outside Manchuria. Fortunately or unfortunately, people living in Shantung were suffering not only from civil war but also because of poor harvests for several years in succession. The rich Manchurian lands beckoned, and they have rushed into this country by the thousands—500,000 to 1,000,000 a year! In 1907 the population was 16,778,700. By 1931 it was 29,575,000, or practically doubled in twenty-three years. It is doubtful if even the western states of the United States have a more striking record.

TOP—Acres are covered by bags of soybeans in open storage at Kaiyuang awaiting local consumption or export to foreign ports. MIDDLE—Under these conical tops are tons of soybeans stored in the native manner at Kungchuling. BOTTOM—These batteries of giant presses are crushing the beans for their oil. The residue becomes the valuable meal or cake.

Photos: Courtesy of South Manchuria Railway

My Free Recipe for Getting Rich

By **Irvin S. Cobb**

ANY grade-school copybook — that is, if they still have copybooks in grade-schools — will tell you that the road to riches is through thrift. Our language abounds in saws, quips, sayings, and proverbs to point the moral of it.

Let us cite some of those familiar maxims:

"Take care of the pennies and the dollars will take care of themselves." (Your investment broker will be glad to look after the latter detail for you. P.S.—He probably has.)

"A fool and his money are soon parted." The separation usually being permanent.

"Save today against tomorrow." (I laugh when I think of that one, but it is a horrid, brassy, hollow, empty laugh.)

"Many a mickle makes a muckle." That's Scotch and probably coined by a close kinsman of the Aberdeen jockey who bought only one spur because, as he stated, the other side of the horse would go along anyhow. Aberdonians, as you may know, are the only mammals except the kangaroo that are born with a pocket.

And so on and so forth, with much advice about rainy days and lean years thrown in for good measure.

Briefly, and in a word, I would refute all such idiomatic warnings. The word, brethren, is "bunk."

I claim that the depression—or if you dislike that term, I'll call it the gentle boom, and, so doing, go on to say that I claim the gentle boom has shown the utter futility of the theory that if a man hang onto his cash resources and never nibble at his principal, the time surely must come when he will be wealthy, or what is better than being wealthy, independent. In the light of what has happened to

Some apocryphal notes on the art of securing the wherewithal with which to provide the family with such necessities as Rolls-Royces.

us since 1929, we know better than to believe that sort of thing, or we should.

Take the animal kingdom and work up or down, dependent on whether you think the evolution of species from the worm to the man has or has not been a success. Take those industrious little creatures, the chinchillas: They have the reputation of being provident creatures, forever laying by stores for bad weather, and formerly enjoying the highest esteem in the pelt market. And where are they? My latest information is that all during the winter of 1932-33 the chinchillas went around in dyed rabbit because they couldn't afford to wear their own furs.

Then take the human race: Throughout the civilized globe we all seem to be in the same fix and for the same reason. What's more, it's merely a case of

Illustrations by
Stuart Hay



"As we watched from the window balcony for the passing of the Old Clo' Man so we could run out and buy something for Sunday wear..."



history repeating itself as it has been repeating itself since the dawn of time. But merely because it has just happened to us, we think it never happened before, which is stupid. Anyhow, we sweated and labored and stinted and denied ourselves what we craved in order to increase our financial holdings and pile up our paper profits, and when the blow-off ensued, where were we? Loss followed loss, Goldman followed Sachs, hoardings took unto themselves wings, and all those millions upon millions vanished and nobody can satisfactorily explain to me where they went after they left here.

And as during the past few months and years we sat contemplating the catastrophe; as we watched from the window balcony for the passing of the Old Clo' Man so we could run out and buy something from him for Sunday wear; as the desolated housewife in her empty pantry heard from below the word that the garbage collector had come and called down the dumb-waiter chute: "Fine! Ask him to send some up!"; as some of the 6,000,000 Republicans who voted for Roosevelt waited for noon of Inauguration Day so

they could say: "I knew it! Here that fellow's been in office nearly half an hour and still there ain't any improvement"—but he disappointed 'em by accomplishing something drastic before lunch time—while all this went on, I too was doing something constructive. What's the good of diagnosing a disease and checking off its symptoms unless you can figure out a remedy? I don't wish to brag, but that's about what I've done.

OUR present trouble comes from this: We save the wrong thing. We save money, which flits hence leaving no forwarding address where it may be reached in case of emergency, when what we should save in order to insure affluence for ourselves, or in any event, prosperity for our posterity, is almost anything else rather than dollars.

Save whatever is current at the moment except currency! That is the formula which cannot fail, provided only you have patience and wait long enough; and now I shall proceed to prove it.

Let me illustrate with a poignant personal example.

Back in 1800 my paternal great-grandfather began trading in what was then the frontier fringe of the Southwest of the United States. He was first a keel-boater and then a steamboater and pretty soon he was exporting Kentucky tobacco and Kentucky whiskey to foreign parts, and on the side he added banking and merchandising and warehousing to his other activities, so that his business correspondence must have covered pretty much all of habitable America and extended into Europe and Africa and South America as well. In due season his son succeeded to the business and he maintained it and increased it until after the Civil War when it blew up as a result of his optimistic faith in Confederate bonds and the continuance of African slavery.

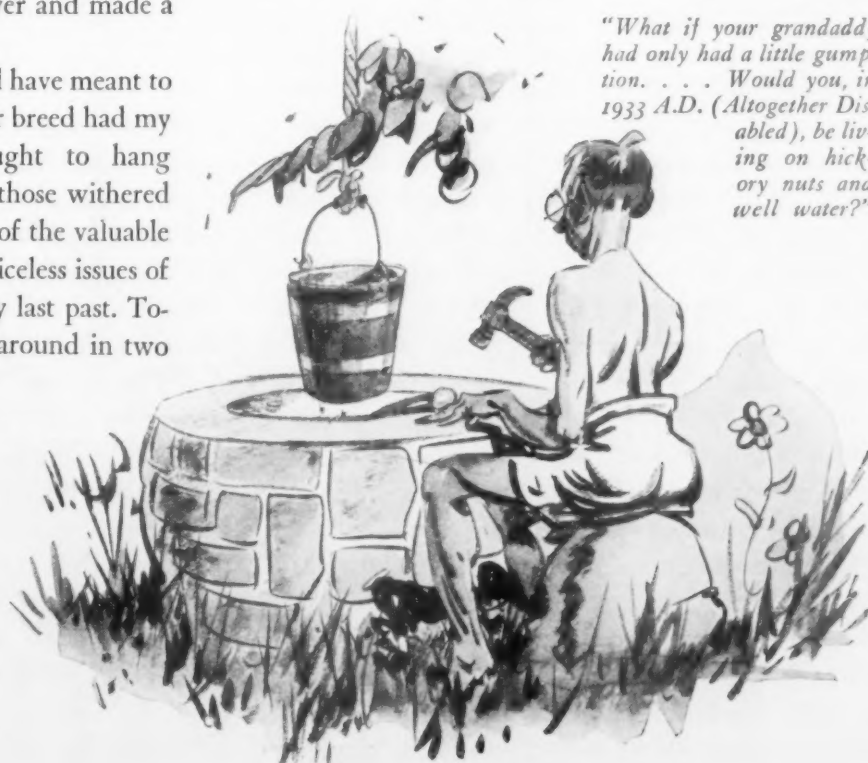
All along, my grandfather continued to keep his offices in the ancient warehouse building, which his father before him had built, and all along he, having apparently inherited a methodical tendency, kept all the letters his firm ever received as his father before him had done—kept them, mind you, in their original wrappers or envelopes. So that for more than seventy years—until 1873, to be exact, those letters accumulated. There must have been hundreds of thousands of them. They must have weighed tons. There's a family legend that they filled all one side of a big loft. They stayed there until the early eighties when the new owner of the building, regarding them as so much rubbish, laboriously carted them down to the bank of the Cumberland River and made a huge bonfire of the stuff.

But just think of what it would have meant to the succeeding generations of our breed had my grandfather had the forethought to hang onto those precious letter files—those withered sheaves of paper bearing stamps of the valuable and, in some instances, almost priceless issues of the earlier decades of the century last past. To-day the Cobbs would be riding around in two or three Rolls-Royces apiece, snooting members of the lowly pedestrian class, and once in awhile running over one of them. Of course we'd be too smart to turn loose a whole batch of those stamps at once and glut the whole philately market. Or I would. No, about ever so often I'd pass out a few

of those delectable old stamps—just enough to drive all the collectors crazy—and harvest in the usufruct and start shopping around for a larger private yacht. And that is why, when I read in the paper that an original Battleboro three-center has just sold at auction for two hundred and fifty thousand dollars, I burst out crying.

DURING the period when these Currier and Ives prints were coming out at frequent intervals, suppose somebody had had the wisdom to buy them and preserve them and keep on buying and preserving until he had many full sets? Today the most inferior copy of the lot will fetch considerably more than its weight in gold, and the rarer ones are quoted at prices calculated to give J. P. Morgan & Company seriously to think. But I can remember, after chromos came in, when people wouldn't give them attic room. They weren't very popular in our section anyhow, on account of a feeling that Mr. Currier and Mr. Ives were sort of partisan in their feelings. Our people couldn't enthuse over an allegedly authentic print of the Battle of Shiloh depicting U. S. Grant, aided by nine Union soldiers, seven of them plain and two colored, in the act of repulsing the entire Southern army.

But surely they were popular enough up North. What if your granddaddy had only had a little gump-tion and had put away a [Continued on page 60]



"What if your granddaddy had only had a little gump-tion. . . . Would you, in 1933 A.D. (Altogether Disabled), be living on hickory nuts and well water?"

Is Motor Competition Unfair? Yes

—Says

Samuel O. Dunn

Editor, "Railway Age"

THE main purpose of the industrial recovery legislation in the United States is to increase national purchasing power. One of the means the government is trying to get adopted for the accomplishment of this end is the elimination of unfair competition. Employment is to be increased by reducing working hours, minimum wages are to be fixed, and it is considered essential to eliminate unfair competition in order to enable business to bear the increased costs that will be caused by reductions of working hours and increases of wages.

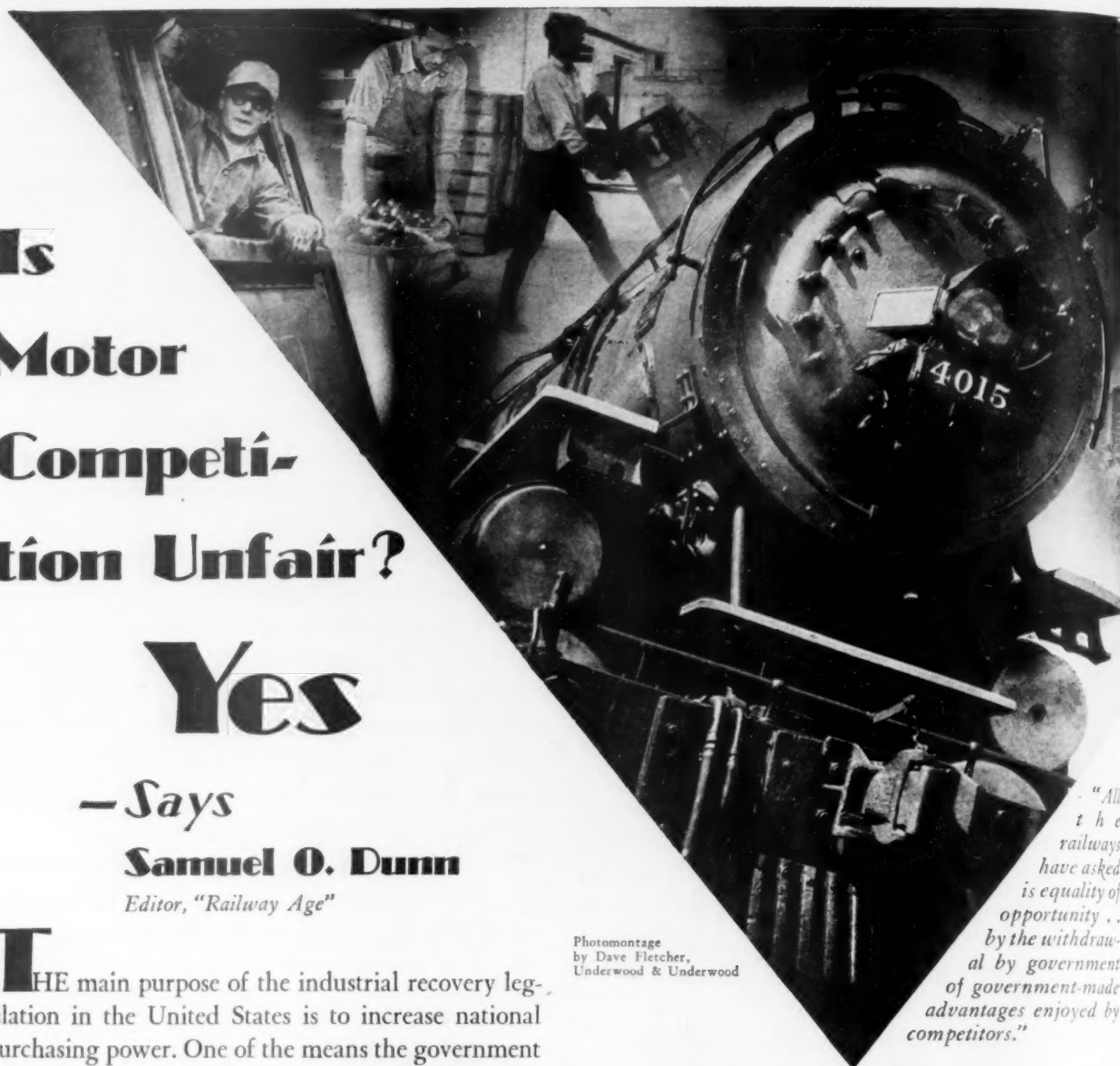
In no other industry in America are there so many and such extreme forms of unfair competition as in the transportation industry. Transportation is conducted by railway, by water, by highway, and by air. The railways are not subsidized; all the carriers that compete with them are. The working hours of the employees of the railroads are short and their wages are high, largely because they are fixed by both government regulation and collective bargaining with strong unions; the working hours of the employees

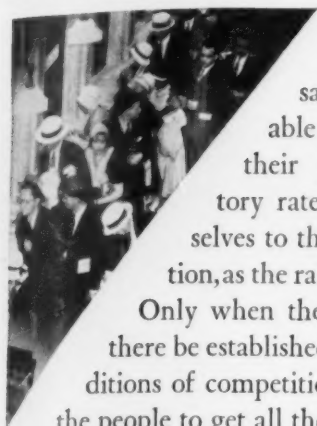
Photomontage
by Dave Fletcher,
Underwood & Underwood

"All
the
railways
have asked
is equality of
opportunity . .
by the withdrawal
of government-made
advantages enjoyed by
competitors."

of other carriers are long and their wages are low, largely because they are not fixed by government regulation and collective bargaining. The service and rates of the railways are strictly regulated; those of their competitors are not.

The effects produced by these disparities upon competition between the railways and other carriers should be obvious. Withdraw all the subsidies from carriers by water, highway, and air that they now receive from the general taxpaying public, and you will compel them to pay from their own earnings all the expenses incurred in furnishing their service, as the railways are now compelled to do. Establish similar working hours and wages for the employees of all carriers, and you will either reduce the operating costs of the railways or increase the operating costs of all the carriers that compete with them. Apply to all carriers regulation similar to that now applied to





the railways, and you will require them to give safe, regular, and dependable service, to charge all their patrons non-discriminatory rates, and to confine themselves to the business of transportation, as the railways are required to do.

Only when these things are done will there be established the equality in the conditions of competition necessary to enabling the people to get all the kinds of transportation service which are needed by them, and secure it at the minimum practicable total cost.

It is asserted that the railways are trying to reestablish their "monopoly" of transportation—that they are indulging in "sob stuff" and appealing to the government and public to help them by handicapping their competitors with excessive taxation and regulation, instead of valiantly and progressively improving their service and reducing their costs, as their competitors are. All the railways have asked is that they be given equality of opportunity in competition by the withdrawal by government of government-made advantages that are now enjoyed by their competitors. It strikes some of us that the unprogressive and parasitic "sob sisters" in the transportation business are the carriers that constantly cry out that the railways will destroy them if the government-made advantages and safeguards that these other carriers now have are withdrawn.

Among the competitors from whose attacks the railways have suffered severely within recent years, and especially during the depression, are the trucks operating upon the highways. Attempts are made to minimize truck competition by citing figures purporting to show that they handle only a small part of the freight, but the figures usually cited are old and do not indicate the present facts. The freight earnings of the railways in 1932 were \$2,452,000,000. Research conducted for the railways of the Mississippi Valley states indicates that in the entire country the trucks handled last year freight which, if it had been handled by the railways, would have yielded them revenues

exceeding \$500,000,000, or 20 per cent as great as the freight revenues actually earned by the railways.

Why were the trucks able to capture so much freight? The explanation is to be found mainly in the advantages over the railways enjoyed by them as respects subsidies, labor conditions, and regulation.

SPOKESMEN of the motor-truck manufacturers and operators try to convince legislators and the public that truck operation is not subsidized by showing that motor vehicles as a whole pay much more "taxes" than the railways. This argument contains two fallacies which completely vitiate it. First, the great bulk of motor vehicle license fees and gasoline taxes are paid by the owners of automobiles, and what all owners of motor vehicles pay throws no light whatever upon whether operators of busses and trucks pay enough. Second, most of the so-called "taxes" paid by the owners of motor vehicles are not taxes at all, in the same sense as those paid by the railways.

A tax is a levy upon property or income for the

general support of government—for such purposes as police, fire protection, schools, sanitation, etc. All the taxes paid by the railways are taxes in this sense. Practically all the so-called "taxes" paid by owners of motor vehicles are not taxes in this sense, because they are spent upon the highways, and spokesmen of the motor-vehicle interests contend that they should all be so spent. If all the "taxes" paid by owners of motor vehicles should be spent upon highways they use, why should

Concerns Us All

TRANSPORTATION systems often have been likened to "arteries of a nation." It is a good analogy. Anything that affects transportation affects not only every person desiring to travel, but all who consume goods not produced locally.

Hence this exchange of opinion. Although its locale is the United States, the arguments adduced apply almost equally well to every other land where the railroads face competition from motor trucks and busses.

not all taxes paid by the railways be spent upon the highways they use, all taxes paid by farmers be spent upon their farms, and all taxes paid by home owners be spent upon their homes? Who, then, would pay the real taxes required for police, fire protection, schools, and sanitation?

Regardless of what should be done with the money derived from motor-vehicle license fees and gasoline taxes, the lumping of those [Continued on page 45]

Is Motor Competition Unfair?

No

—Says

A. J. Brosseau

*President, Mack Trucks, Inc.
Vice-President, National Automobile
Chamber of Commerce*



Photomontage
by Dave Fletcher,
Underwood & Underwood

SIX years ago about 90 per cent of the fruits and vegetables shipped from Berrien and Van Buren counties in Michigan went by rail and 10 per cent by motor trucks.

Today we find that the figures are exactly reversed—about 90 per cent moves by truck and 10 per cent by rail.

The major factors responsible for the use of the motor truck in the movement of fruits and vegetables are given by Fred L. Granger, a large Michigan shipper:

- (1) An approximate reduction of 30 per cent to 40 per cent in transportation costs.
- (2) A reduction of 30 per cent to 50 per cent in transportation time.
- (3) Delivery of the product in better physical condition.
- (4) Almost complete elimination of damage claims.
- (5) Reduction of loading, unloading, and cartage charges.
- (6) Reduction of losses and rejections due to the decline in the market during the transit period.
- (7) A better adjustment of purchases by receivers to meet the market demand.

The condition which obtains in Michigan exists in varying degrees in all other fruit and vegetable producing areas.

Four years ago it cost 36 cents to move 100 pounds of milk 100 miles into Chicago by rail. The advent of the specially equipped commercial motor vehicle into the field immediately caused a reduction of rate from 36 cents to 24 cents for the same haul. When the Illi-

nois legislature later increased the allowable gross weights of commercial vehicles—due to the perfection of pneumatic tires—trucks reduced the rate from 24 cents to 14 cents per 100 pounds. Later came the application of metal alloys to truck body design, increasing the payload without increasing the gross load of the vehicles, and bringing cost of milk further down to 12 cents per 100 pounds.

During the period of this reduction in the cost of transportation, the retail price of milk delivered to the consumer's doorstep was reduced from 14 cents to 9 cents a quart.

THE truck has speeded up the movement and lowered costs in the distribution of milk, live stock, other farm products, l.c.l. freight, and high value merchandise goods.

This trend in transportation from the rail to the highway was referred to by the Coolidge (National Transportation) Committee, in the following language:

"In view of the rapid development of automotive and other transport, there is no justification for maintenance by railroads of losing services and lines, and there devolves upon regulatory bodies and controlling



"The truck has speeded up the movement and lowered costs in the distribution of milk, live stock, other farm products, l.c.l. freight, and high value merchandise goods."

interests something more than a negative duty to hasten their replacement by alternative methods, such as motor transport, which can render adequate service on a profitable basis in cases where rail transportation can operate only at a loss."

Rail transportation is no longer a monopoly, but the motor truck is only a minor and not a major problem facing the railroads. The effort to restore the old order by hamstringing the new competition by legislation is one of the old remedies that will not work today. Transportation, whether rail, water, air, or highway, is an economic and not a political problem. The cure for the plight of the railroads will not come from excessive and unfair regulation or taxation of the highway vehicle. Everyone will agree that all transportation agencies should pay their fair share of tax costs, and all must submit to such regulation as is required in the public interest. But this does not mean that the cost of rendering the rail or highway service and the proper charge to the public should be "equalized" in some way.

The shipper cannot accept the railroad premise of "equalization" of conditions surrounding each agency of transportation without severely penalizing himself and the ultimate consumer.

The public interest in this subject is very aptly put by the National Transportation

Committee, when it says:

The government cannot, for the sake of the railroads, invent and apply to their competitors either regulation or burden on the theory upon which horses are handicapped in a race

With the danger of railroad monopoly going or gone and (whether going or gone) completely controlled by regulation, government has a positive duty to see to it that neither the railroads nor their competitors are either unduly handicapped or unduly advantaged. Thereafter, in a fair field and no favor, economic competition must decide the question of survival under private ownership

THE government is now taking a hand in making these adjustments: first, through the coordinator who will eliminate wasteful practices between competing railroad lines and improve railroad service; and, second, by the National Industrial Recovery Act, which will result in the setting up of a code of practices applicable to truck operators.

Truck owners and shippers [Continued on page 46]



Cartoon Drawn for THE ROTARIAN by J. N. ("Ding") Darling

Some Job to Make 'Em All Play in Harmony!

Meet General Johnson

By S. J. Woolf

A FLOCK of blue eagles has soared across the United States. In cities and towns, villages and hamlets, these harbingers of prosperity have alighted proclaiming that the people are behind the National Recovery Administration.

Not since those stirring war days of fifteen years ago has this country witnessed similar scenes. There are no bands nor uniforms. The martial spirit is of another kind. The army carries no guns; it does not march in military formation, yet the same grim determination which marked the khaki-clad figures who went away to fight is to be seen on those who have enlisted in the present war against depression.

At Washington, in a small room, with walls of glass and steel, surrounded by heaps of papers and innumerable cigarette butts, dressed in an unpressed suit, with tousled hair and eyes blood-shot from loss of sleep, General Hugh Samuel Johnson is in command of this attack. Never have the labyrinthine halls of the new Commerce Building been so filled with hurrying crowds. The third floor changed over night from a deserted maze into a seething forum. From everywhere a varied assortment of chairs and desks had been gathered, telephones were installed, and offices assigned. The long marble passageways, which had heretofore reëchoed to the footsteps of an occasional visitor, were filled with hurrying coatless clerks, with steel masters, automobile executives, textile manufacturers, and representatives of the hundreds of other productive activities, as well as the spokesmen of labor, all of whom hastened to the capital to enlist in the mighty offensive against depression.

In the broiling heat of a Washington summer, the general in command has directed operations from his tiny office. It has not always been easy, but snags have not bothered him. When either labor or capital has raised questions which, to his way of thinking, have not been for the benefit of the country at large, his determined mouth has narrowed, his penetrating eyes have become smaller, and he has told them he would not listen to their "bunk." Conservative leaders of large enterprises have winced when he has bellowed at them, "You guys must change your tune," and

He's the hard-hitting man chosen by President Roosevelt to line up all employers in the United States under the banner of the blue eagle.

when some of them endeavored to gain his ear in private, he informed them that he was going to do "his job in a gold fish bowl."

But whether his visitor got what was wanted or not, he went away convinced that General Johnson was a "square shooter." Plain, blunt, and outspoken, he has been described as the type of cavalryman who would bite his horse's ear if he lost his quirt. Short, red faced, with cold gray eyes, his dynamic force makes itself felt at once. His apparent gruffness is in reality directness; he realizes the value of time and does not waste it.

FROM eight in the morning until late in the night, except for a brief interlude for dinner, he has been at his desk in his shirt sleeves, for the most part holding conferences over the various codes which had to be prepared. When occasion has demanded, he has flown to New York for meetings with trade associations or to other cities to straighten out burning questions. He flies because trains are too slow for him.

Time is an essential element in the great plan which the present administration has prepared to bring about national action by coöperation—a coöperation of manufacturer, labor, and consumer. Naturally, obstacles have arisen. "Pineapples" is the term General Johnson uses for them. They do not bother him. In fact he looked for them as the natural accompaniment of such a vast scheme. He is firmly convinced that none of them can not be overcome by public opinion.

He believes that an entire people working together can solve their peace-time problems as well as they can conquer those which arise from war. But he insists that they must know the entire truth. That is the reason why he has formulated a program of publicity. The number of messages which arrived in Washington, after both he and President Roosevelt explained matters to the people over the radio, was evidence of the truth of his [Continued on page 47]

NRA Questions and Answers

By **F. L. Roberts**, *Manager, Chicago Division, National Recovery Administration*

THE benches in my outer office are, as I write this, crowded with employers who want information about the National Recovery Administration, which is putting into operation the National Recovery Act. Because I have interviewed hundreds of these men in the past few weeks, I know the questions they are here to ask. Here are some of them with answers:

What is the NRA?

It's an emergency measure to combat the depression, based on the fundamental that nobody should starve for lack of opportunity to earn a living.

Is it the "New Deal"?

Exactly. The business game hasn't been played by rules that safeguard the employer who wanted to give his employees short hours and livable wages from the competitor who didn't. Uncle Sam is now the umpire who steps in to call "time out" while the players themselves make new rules that will put out of the game those who won't play fair. Shorter hours will increase employment; living wages will mean a flow of healthy business. But everybody must resume the game by the same rules.

And the "codes" are the new rules?

Yes. They are simply agreements between the concerns themselves, on one side, and the government, on the other. Codes are, roughly, of two kinds: First, the so-called blanket code, which is general and prescribes a minimum of forty hours and \$14-\$15 a week for employees; and second, the trade-association codes. The latter are formulated by trade associations and vary somewhat, depending upon problems peculiar to an industry, from the blanket code. They must be okehed by the special board in Washington, of which General Hugh Johnson is the chairman. Then they become obligatory upon all members of that particular industry or trade.

Who signs the blanket code?

Any business employing one or more persons, not already signed up for a trade-association code.

Where does one get the blank?

Most employers have received one already; others may get them from their local postmasters. Signers are given a certificate in order that they may obtain "blue eagle" posters and stickers to identify their concerns as among those that have responded patriotically to the challenge of the emergency.

Then those who sign trade-association codes need not sign the blanket code?

It is not obligatory. The blanket code is merely a device to operate until trade-association codes are prepared by all groups.

Can a business operate that has signed neither?

Yes, but those who hold back must face public disfavor. Already thousands of men and women have signed pledges to buy only from NRA stores.

What if an NRA employer violates his code?

It is assumed that he has signed in good faith, but if there is evidence that he has broken his word he may face a maximum \$500 fine or six months in a federal penitentiary—and, when the license features are perfected, a revocation of his permit to do business. But all of that is a final resort. Public opinion is more effective than law.

HOW is public support being enlisted?

Just as it was in war-times—by an appeal to patriotism through citizen organizations. The President's radio appeal put the whole thing squarely before the people. While the mechanics of the NRA administration are under the Department of Commerce with its twenty-four branches, of which my office is one, the whole NRA program will be brought to every city block and hamlet by citizen groups. Each state will be organized; community units are now being formed, usually around chambers of commerce and other civic or service clubs. Newspapers, radio, and speakers will be utilized throughout the land.

Will the "New Deal" raise prices?

It is expected to do so, but if there is a simultaneous increase of employment and everybody receives a living wage, the burden will be distributed equally.

Do you really think we can lift ourselves out of the depression by our own bootstraps?

Yes, through the NRA—for it strikes at the root causes, unemployment and a more equitable distribution of wealth. Remember the story told about Andrew Jackson by the President in his radio appeal. "Old Hickory" had died and someone asked, "Will he go to Heaven?" The answer given was, "He will if he wants to." The President, you will recall, then said, "If I am asked whether the American people will pull themselves out of the depression, I answer, 'They will if they want to!'"



Here's a typical small city that has cut its bonded debt 70 per cent and its tax rate 35 per cent in twelve years.

My Home Town Atchison

By Ed. W. Howe

Founder, *The Atchison (Kansas) Daily Globe*

I WAS born a proletarian May 3, 1853, and make no claim to sense or success beyond expressing the hope I may have reached the middle-class in my eightieth year.

Many poor boys have done better; there is not a town anywhere without examples of poor boys becoming notable. Our greatest philanthropist has made such a record, and although many hard stories have been told of him, the shiftless have not yet been able to prove one of them.

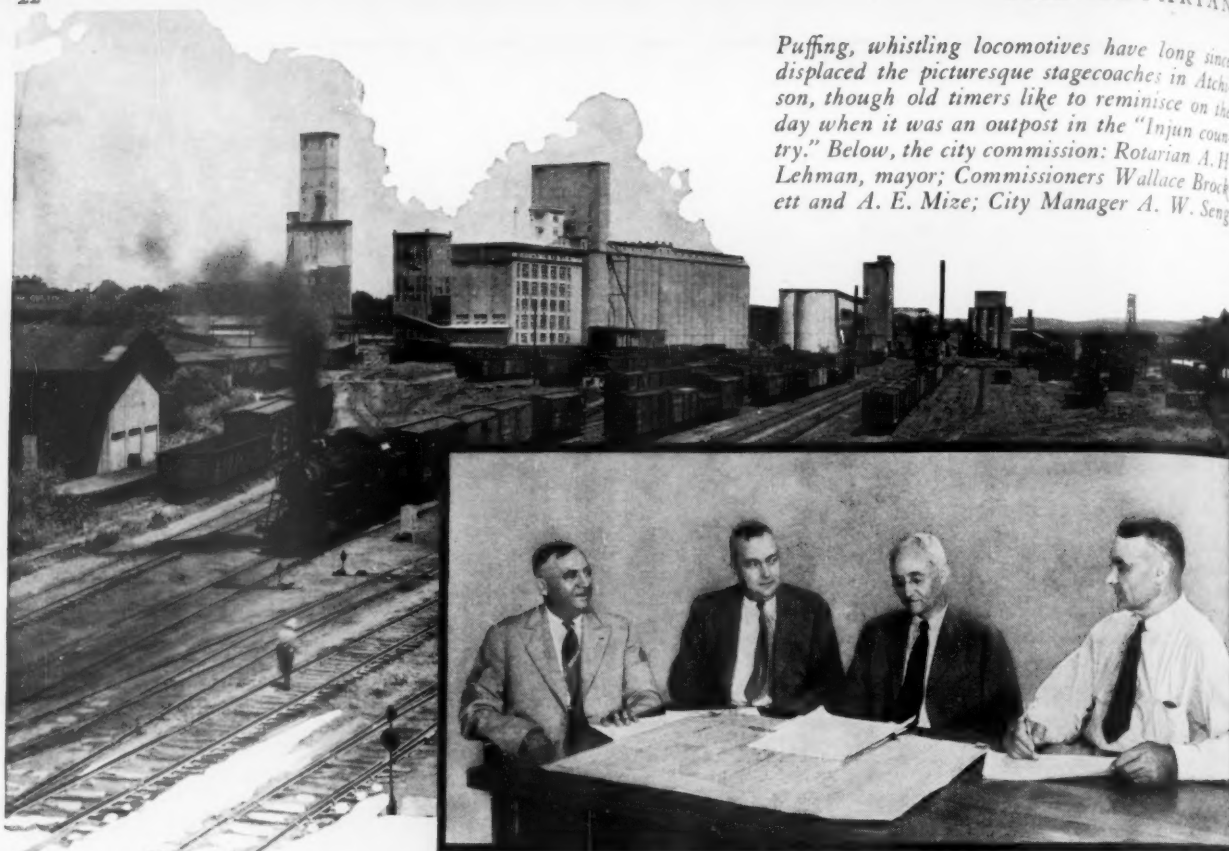
There is no more common charge than that men have failed. I deny it because of the performances of poor boys. Examples of poor boys doing well are so numerous they may be found even in country towns, where I have lived all my life, after birth, on a farm,



All photos: Strathmann, Atchison

The streets are Atchison's, but they might be those of any American city of similar size. The Rotary club meets Thursdays in the Y.M.C.A. (right). The author is shown cutting his eightieth birthday cake. His newspaper plant is in the corner building (upper left).

and husking the down row until the age of twelve. I live in Atchison, Kansas, and when I went there fifty-six years ago, it had twelve thousand population.



Puffing, whistling locomotives have long since displaced the picturesque stagecoaches in Atchison, though old timers like to reminisce on the day when it was an outpost in the "Injun country." Below, the city commission: Rotarian A. H. Lehman, mayor; Commissioners Wallace Brockett and A. E. Mize; City Manager A. W. Seng.

In our boasting we claim a few more now, but the census figures catch us every ten years, as the truth has been doing with me ever since I can remember.

And citizens of my town, if they did not think up a good idea, at least accepted one from the great store offering, and adopted it with such steadfastness that I hope some Rotarian in every club in the United States will, at the next meeting, speak of the performance, in the hope of interesting the editor present sufficiently to induce him to make brief reference to it in his columns. I claim no part of the credit; the idea was adopted by Atchison citizens after I retired in discouragement from the business of giving daily good advice.

Atchison, as cities go, had a good start. Men of the type we like to call pioneers founded it. From here the Ben Holliday stages and the Russell, Majors, and Waddell freight outfits set forth in early days. The first telegraph line to the west was operated for a long time from this town, and here were collected the buffalo, Indian, and mining stories from the west to be sent east. Abraham Lincoln made a speech here in 1859. Later it was repeated at Cooper Union in New York and probably landed him on fame's eternal camping ground.

All of that was to the good, but I wish further to add that no town in the world has had worse luck than Atchison, in that Kansas City has been its chief opposition. The natural advantages of that town (its citizens have seemingly been able to prove) are so much greater than ours they have not yet heard of the depression, continuous with us, except that during a few years when our town emerged from a quarter-section brush patch on the Missouri river, its early inhabitants voted bonds, and secured a railroad before Kansas City had one.

BUT Kansas City soon took it, as it has taken other useful institutions my town has been able to found with the aid of the Rotary spirit, the efforts of a reasonably active Commercial club, etc.

One further observation, and I will begin my story. Atchison is still a good town, in spite of its long record in misfortune. The average of its citizens, in comfortable homes, in morals, politeness, intelligence, is high. Perhaps I shouldn't say it, but it is true. Kansas City, St. Joe, Topeka, Leavenworth, our nearest rivals, have ruined us many times. In our efforts at town building "the breaks" have often been against us, but no man may speak better of his neighbors than I may honestly speak of mine. I can point out plenty

of Atchison people who, in smartness, in appreciation and possession of all modern comforts, would attract attention in Kansas City; even in Chicago, or New York, where the dullness and poverty of country people are much exaggerated.

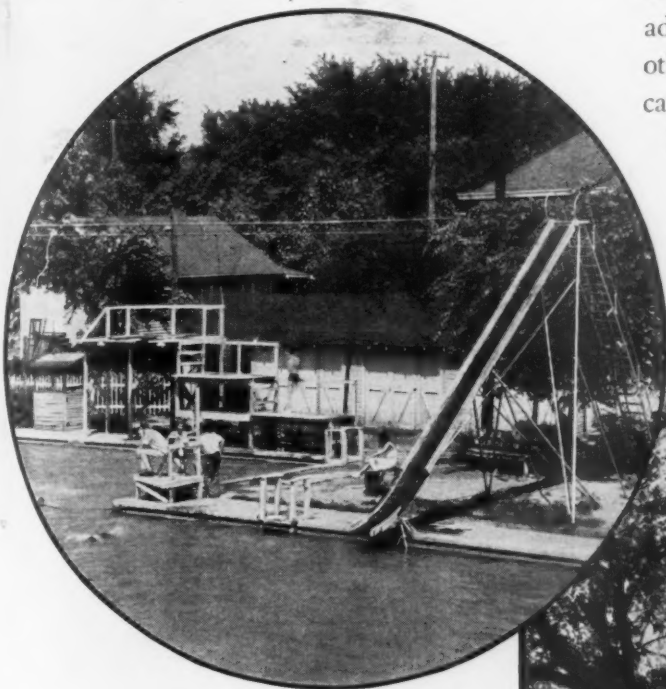
The creditable story of Atchison men I promised in the beginning is as follows:

In the early days of the town, bonds were issued in the usual reckless American way to pay bonuses to

large enough to produce sufficient taxes to pay them off in reasonable time. Therefore they were issued with maturities twenty to thirty years from date of issue. It was believed by citizens (again in the usual shiftless American way) that during the intervening years the growth in population would be such that the increased valuation would enable the city to raise taxes sufficient to pay the bonds.

No administration up to 1921 attempted to pay the bonds, but refunded them from time to time, and added to the old indebtedness other new bonds for other purposes, until the interest charge alone became a great burden.

In 1920, a group of business men, noting the seriousness of this growing debt, and the mounting interest charges, started a movement to bring about a change in the form of government. In January, 1921, an election was held resulting in the com- [Continued on page 55]



railroads, to build a bridge over the Missouri river, etc. At one time the town had seven railroads. This number has been reduced to three by consolidations. In several cases the railroads promised shops, and these promises were meanly violated, but in the usual helpless way of American citizens, the Atchison men had no recourse, except general indignation. One railroad Atchison helped to the extent of a hundred thousand dollars (counting interest, these figures were more than doubled) lately abandoned its line, with the consent of the Interstate Commerce Commission.

At the time these bonds were voted, the assessed valuation of the town was not

"Parks were so much improved that for years one of them has attracted great numbers of out-of-town visitors; thousands from proud Kansas City." Above: The municipal pool.



First to come back is this country—with an area equal to that of the United States but a population less than that of New York City.

Australia's Chin Is Up

By Frank E. Russell

Correspondent, *The Melbourne Herald*

IT MAY be said with considerable confidence that far-seeing, provident, statesmanlike action has been singularly lacking in every country in the globe in recent years. While blame for the breakdown of our economic system has been readily attributed to world conditions, each country has been guilty of its own particular brand of political ineptitude which has made its economic structure more vulnerable to the general catastrophe. Not the least disquieting fact about the crisis is the pathetic bewilderment with which many politicians, economists, bankers, and other reputed experts regard the ruin they were powerless to avert.

First of the nations to show evidence of repentance and amendment is my own country, Australia, though she must necessarily plead guilty to extravagance, to prodigality, over a period when she borrowed and spent with something like reckless abandon. It is important to study Australian circumstances, simply because she is the first of the stricken nations to set her feet on the toilsome slope which leads out of the abyss into which she lately was lapsing. Only by the most drastic self-sacrifice has she taken these remedial measures. She is still subject to shocks from

international re-adjustments, but with luck it begins to look as if her heroic efforts will be successful. It therefore becomes a matter of prime interest to the intelligent outside world to discover how she has done it.

We have heard a great deal about that elusive corner around which, one of these days, prosperity is to appear in benign mood and with full hands. An easy error is to expect prosperity to move towards us. Prosperity never alters her position; she plays a waiting game. It is we who must move, seek, find. That is what Australia is doing, and by these means she now seems to be definitely marching toward recovery. Properly to understand the situation it is necessary to first examine, briefly, her political and economic history prior to the debacle; secondly, her method of dealing with the actual crisis; and, lastly, her present



Photo: Hall & Co., Sydney

A bone of contention in Australia's political and economic disputes is the new bridge spanning the harbor at Sydney, capital of New South Wales. It is the world's largest (3,770 ft.) and cost \$20,000,000.00

hopeful position as she moves towards normality.

It is necessary to remind most readers that Australia is divided into six self-governing sovereign states, each with a constitution which gives it complete powers save insofar as each has delegated a portion to the federal government. This federal government, functioning under a constitution modelled largely on that of the United States, came into being on the first day of the twentieth century.

IT IS impossible to understand Australia's problems unless her geographical and physical conditions are mastered. One must understand her isolation, 13,000 long sea-miles from Great Britain, her chief market; and her proximity, comparatively speaking, to Asia and its teeming millions of land-hungry people of a social and industrial economy so different from her own. Again, her vast area, as large as that of the United States, her small population, less than that of New York City, have been factors in the high pressure methods she has used in her development. These four circumstances must be carefully remembered when her political record is considered and judged.

A fifth important factor in her national life is the political handicaps under which she suffers. Her six

and a half million people, politically sagacious, are governed by no fewer than fourteen parliaments, and maintain a civil service which gives an enormous number of citizens a direct interest in opposing any diminution of those socialistic enterprises, so-called, for which Australia has become somewhat unenviably notable.

In reviewing Australian history, mistakes enough can be charged to rulers, but singularly few cynicisms. The downward path to Avernus, on the whole, has been excellently paved. In half a century of politics, among people of all shades of public opinion, there have been comparatively few serious scandals. Moreover, since Australia has been widely criticized for industrial troubles, held by some critics to originate in a constitutional dislike for work, it is but fair, at this stage, to claim for the Australian people, 98 per cent of them of British blood, full praise for a very remarkable total achievement. By strenuous work, backed by unremitting confidence in their destiny, her people have, in barely a century, changed a wilderness into a civilized, ordered country. No pioneering epic in world history can surpass what this handful of devoted men and women have done.

Lest it be thought that to the pioneers is due all the

Development has been a major preoccupation of Australia's statesmen since early times. Sheep raising has long been a major industry, but in recent years an increasing number of cattle have ranged over the vast open spaces of this thinly populated land.

Photos: © Sydney Morning Herald



praise, and to their sons and grandsons the reproach, let me say that the work of the last generation, in actual visible results, is equally praiseworthy. No greater calumny was ever uttered than to charge even present-day Australian laborers with laziness. Their defect is that they are politicians, knocking off work only too often to add a brick to Utopia, and to shy one at "the boss"!

AUSTRALIA has a darling sin, but she sins in good company, for by that fault fell the angels. She has a champagne ambition on a beer population. She has worked up a standard of living which her economic condition can not adequately sustain. Owing almost everything to the soil and to natural resources, in which she is one of the wealthiest nations of the world, she sought too early in her history to encourage secondary industries organized for mass production when she has not the masses for a market. Her standard of living, no less than her distance from markets, has made it impossible that she can compete, in secondary industry, with any other country; and the determination to defy economic law inevitably has tended to magnify her natural problems.

Development has been the major preoccupation of all her statesmen since the earliest times. Her first loan was for that purpose, away back in 1842, when the Mother State of New South Wales started out on that career of borrowing which has progressed at an accelerating tempo as long as lenders were available. Manpower, and even more manpower, has been Aus-

tralia's greatest need; and in order to obtain and settle the stream of immigrants, borrowed money was a constant necessity. In serving as an outlet for the surplus savings of middle-class England, Australia no doubt was deemed to be fulfilling her proper destiny as a colony.

She prospered. And with the prosperity came delusions of grandeur. She saw the wilderness giving place to farmlands; she saw fortunes being made. With the discovery of gold, a horde of adventurers crossed the ocean, industries sprang up, and the industrial leaders made more money than the gold-seekers. Vast schemes formed in the minds of rulers, canvas towns were to become great cities and they must be served with water, linked by modern transportation, supplied with harbors.

MONEY was needed, money came freely. Each colony gambled in futures, gave blank checks to be paid by posterity. Railways ran everywhere; more mileage in proportion to the population exists in Australia than elsewhere throughout the world—though this is due in part to her large spaces. At a time when socialism was merely a word in a book, governments in Australia determined on building and owning their own transportation. Those governments were crusted Conservatives; but there were some special reasons, to which reference will be made later.

In 1893 there came a sudden check. The boom burst. Land values fell to a fraction of their inflated quotations. Several banks [*Continued on page 51*]

Like the Kookaburra, Australians keep up their spirits no matter what happens. This bird, affectionately known as "Jacky," laughs his way through life—and has an admirable little habit of repeatedly dropping snakes from a tree until they are dead.



Photo: Australian National Travel Association



This plane was especially built, under the watchful eye of Pilot Bernt Balchen, to withstand the rigors of flying in the Antarctic zone.

And here is Bernt, himself, Mrs. Balchen, and Bernt, Jr., on the good ship Stavangerfjord, enroute to Oslo, Norway, from where the Ellsworth expedition will embark for the Bay of Whales.

Bernt Balchen, Modern Viking

IT WAS in a de luxe Paris dining room, early in 1927. Entrenched behind a long banquet table, scrutinized by friendly but keen British and American newspapermen, sat: Chamberlin and Levine . . . Commander Byrd and his crew . . . Atlantic flyers all. Relentlessly, each was singled out for a few words. . . "And now we'll hear from Bernt Balchen," the chairman said.

Balchen, blond, sturdy, face reddening, awkwardly got to his feet. Silence. . . More silence. . . Finally, after a desperate effort, a few hoarse words came—and the man who with consummate skill and courage had dropped the Byrd ship on the coast at Ver sur Mer, after having been fog bound over Paris three hours, sat down, blushing feverishly.

It was such a speech as newspapermen like from such a man; and from that moment the world began to hear of Bernt Balchen.

It learned that he was born in the district of Treit, in the valley of Topdal, Norway, October 23, 1899. That he had a degree in engineering from the University of Haermosand, Sweden. That he had joined the Norwegian air service in 1918, and in 1925 was a member of the expedition that searched for Amundson and Lincoln Ellsworth. That he had been a flight lieutenant in the Norwegian air service.

Since Byrd's memorable hop to France in 1927, Balchen has not been idle. In 1928 he searched Greenly Island, Labrador, for the over-due Bremen fliers. He flew over the North Pole and piloted Byrd's plane over the South Pole in 1929.

Fame has not turned Bernt Balchen's head. At

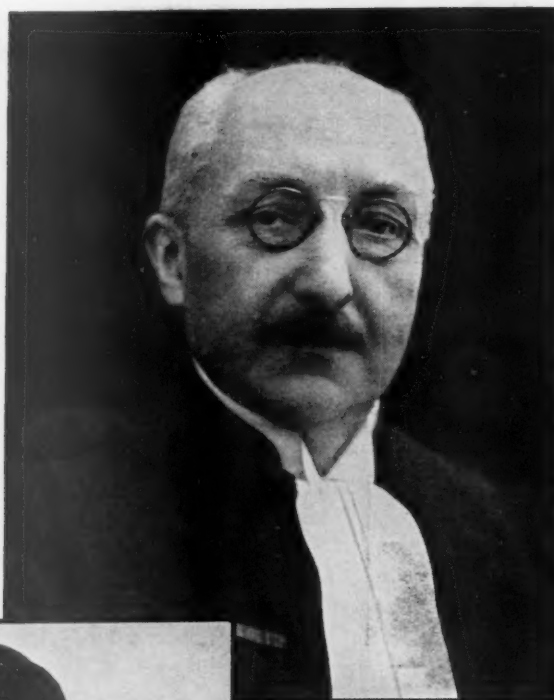


Hackensack, New Jersey, where he now lives as an American citizen and is a member of the Rotary club, he quietly goes about his own affairs. But the Viking spirit still beats strong in his blood.

On April 12, accompanied by his wife, sister, and young son, with a new plane built under his direction, he sailed for Norway. He, Lincoln Ellsworth, and Sir Hubert Wilkins will soon begin a year's expedition which will include a flight across the Antarctic continent, between Ross Sea and Wedell Sea—a non-stop hop of 2,968 miles.

Before departure, the Balchens were fêted by Rotarians and the Bergen County Chamber of Commerce.

In response to a cabled announcement from Jake Binder, past-president of the Hackensack Rotary Club, the Balchen party was greeted by Oslo Rotarians with roses and an invitation to attend the luncheon the following day. Word was passed along and at Aalesund both Pilot Balchen and Sir Hubert Wilkins were guests at an evening meeting of the Rotary club.



Photos: Acme



Photo: Johnson Studios



Photos: Henri Manuel

Nominees for Rotary's Hall of Notables

PROFESSOR JEAN APPLETON (upper left), of Paris, France, because of an active and intelligent interest in Rotary affairs dating from the time he joined the Paris Rotary Club (1927), recently signalized by election to the presidency of that group for the current year; and because of an administration already launched that promises worthily to uphold the record of his predecessors; and, finally, because of a notable career in law.

TAKASHI KOMATSU (middle left), of Tokyo, Harvard graduate, Rotarian, general manager of Asano Shipbuilding Company (largest in Japan); because he has distinguished himself in industry and public affairs of his native land. At the Washington Disarmament Conference, in 1921, he acted as chief interpreter for the Japanese delegation. He attended the Boston convention of Rotary International as a delegate from the Tokyo club, and is now in Chicago where he represents various Japanese interests as trade commissioner to the World's Fair.

HARRY JACKSON (top right), of Jackson, Michigan, because of an outstanding record as warden of the Michigan State Prison which, with 5,800 inmates, is the largest in the world; because of an understanding interest in Rotary exemplified in his own club's community service activities, especially an unusual project whereby hundreds of broken or discarded toys are reconditioned by prisoners and then distributed to poor children for Christmas.

OSCAR T. TAYLOR (bottom left), because he is one of the solicitors for the city of Pittsburgh; because he organized the Rotary club and was its first president and hasn't missed a meeting in twenty-three years; because he originated the six-spoke cogged-wheel emblem of Rotary; because he is past national commander of the United Spanish War Veterans; because, undaunted by criticism, he was a pioneer in advocating the five-day week and the six-hour day when the seven-day week and the twelve-hour day prevailed in his own community.



Photo: Pirie MacDonald

S. N. VEERASAMY, J.P., M.F.C., M.S.C. (above) of Kuala Lumpur, Federated Malay States, educated at St. Joseph's College, Trichinopoly, and at Jesus College, Oxford; because of a legal career and an affiliation with the Rotary movement, both rich in achievement and honors; because a discerning writer in the magazine of Rotary clubs in Malaya and Siam, summing it all up, describes him as "a true Indian gentleman admirably representing all the best qualities of a great race" and as "a real Rotarian, typifying 'Service above self'."

WILLIAM SEAMAN BAINBRIDGE (above), president of the Rotary Club of New York; because of an international reputation as a diagnostician and surgeon. Dr. Bainbridge has been decorated by many countries for military and scientific attainments, and has represented the United States at every meeting of the International Congress of Military Medicine, Surgery, and Sanitation. He has lectured and written extensively. His book, "The Cancer Problem," has been published in English, French, Italian, Spanish, Polish, and will be in Arabic.

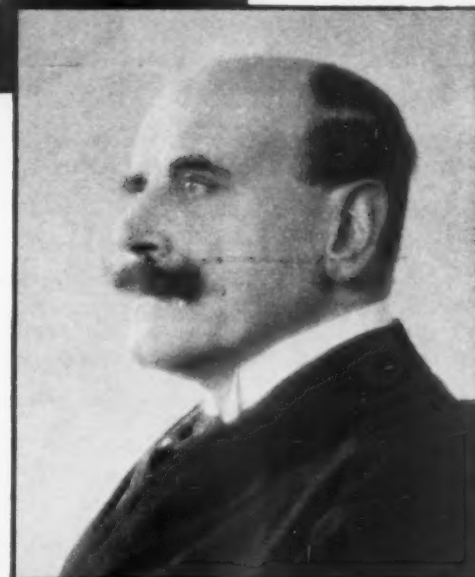


Photo: Boyé Studios

COMTE HENRY CARTON DE WIART (middle right), a member of the Rotary Club of Brussels, Belgium, doctor of law; because of numerous honors and offices conferred on him by learned societies of his own and other countries in recognition of his professional eminence; because he at present is Belgian minister of public welfare and health, and has, during his long public career, been minister plenipotentiary to The Hague, the first vice-president of the house of representatives, minister of justice, and premier and minister of the interior.

GEORGE PORTER EDWARDS (right), of San Francisco, editor. Rotarian Edwards was educated for law but forsook it for journalism early in his career. After a successful experience on Chicago and New York newspapers he founded "Finance & Industry" in Cleveland and "Money and Commerce" in Pittsburgh. In 1907 he established "Coast Banker;" in 1926, "Coast Investor;" in 1932, "Pacific Banker;" in 1933, "Coast Banker and Pacific Banker." He is interested also in numerous community projects, and is father of nine fine children.





White walls and glistening table-tops in this basement school lunchroom for poor children of Florence attest the importance given sanitation in the Italian schools.

This bright-eyed maiden is a product of a Vienna Kindergarten. Simple but wholesome food is a part of the educational formula for the new generation in this school-conscious country.



School Days in Europe

By Clyde B. Moore

Professor of Education, Cornell University

"THIS is the old Guild Hall. Here William Shakespeare went to school." That arresting comment, spoken with just a suggestion of local pride, came from one of a group of hospitable Stratford-on-Avon Rotarians as we halted before the ancient, timbered building. Memories flooded my mind as we entered.

These local men-of-affairs were not only conscious of the historic traditions of their community, but, I had discovered, they were interested in education. At the close of their weekly luncheon I had told them something of schools in the United States, and they, led by the headmaster of the County Council Schools, had asked many searching questions. In fact, my informal speech had developed into a practical educational seminar such as should please any professor of education.

"The history of this school," one of my informants remarked, "reaches back to the thirteenth century. Tradition says that over there in a front seat to the right of the master's station once sat William Shakespeare."

Some globe-trotters specialize on castles and cathedrals, but here are jottings of one whose chief interest is the classroom.

I wondered if he were called "Bill" by his playmates. As we moved about the room I conjured up a picture of the boy as he probably sat there, his legs dangling, a dreamy, wistful look in his eye. Perhaps even then he chewed his pencil in sheer desperation at the paucity of ideas he longed to set down in black and white. But whatever he did or thought, the world is forever his debtor for the ideas which were sprouted in that old Guild Hall.

Changes have been made within the old buildings which add to the efficiency of the school, but architecturally the exterior retains the spirit of the past. One precious heritage of the English school—dressing rooms without lockers—is preserved in the modernized portions. A master explained that the installation

of lockers in which a boy's belongings might be placed would destroy a golden opportunity for the teaching of honesty in practical matters. A nice illustration of how a well-taught idea may be stronger and more effective than a modern lock!

There are other interesting schools in Stratford and well managed they are. They are under the general direction of the Warwick County Council. We shall pass them all by, save one—an institution unique in the articulation of its various functions.

ENGLAND has its unemployment problem and the perfect solution has not been found, but provisions for service at Stratford-on-Avon should not be overlooked. Where must the jobless young men of Stratford go for help? Does the Department of Labor maintain an office here? It does. And where shall we find it? Will it be a temporary affair in the corner of a vacant building located on a dirty street? Not at all. It is in the attractive public library building in which are preserved the architectural beauties of Shakespeare's time and added thereto are the conveniences for an efficient library of the twentieth century.

Here we find in happy combination a school of

art, a technical school, the library, and the office of the Labor Department. One man is the responsible head of all these activities and what a man he is! He is cultured, refined, well poised, and efficient. I can think of no better place for an unemployed man to go than to such an institution of these combined functions, nor to such a man who sees the interrelationships and possibilities of them all. Traditionally *school* meant a place of leisure—the word *school* coming from a Greek term meaning leisure. Possibly the unemployed person can do no better than to consider his enforced leisure in the atmosphere of schools, a library, a labor office, and in the presence of a great personality.

Many of us as children have thrived upon Mother Goose's Rhymes, but instead of "Pussy cat, pussy cat, where have you been? I've been to London to visit the Queen," let us without unnecessary ceremony pass by the Queen and drop in upon a London School. It is an elementary school and for many years has been under the direction of the same headmaster. He informs us that more than twenty years have slipped by since His Majesty's inspectors have been present for the purpose of a critical inspection.

Tidiness and order is the keynote of this first-year classroom in a school at Florence, Italy. All pupils wear smocks—white for the girls, black for the boys.



The "head" calls it a "skimmed-milk" school because the "central school" is ever alert to skim off the pupils of exceptional ability. It is not a place of budding genius but a school of 350 pupils coming from the homes of workers, and who, almost without exception, in turn will return to a similar station in life. Those of us in America who are accustomed to the large schools in some of our cities—a few of our high schools having reached the 10,000 mark—will be surprised to learn that in the great city of London few schools have over 500 pupils. The buildings are small and low, often but a ground floor. There are no troublesome stairs to give concern to principals, teachers, and parents over fire hazards, cardiac cases, and hapless children stricken with infantile paralysis.

This school is an integral part of the community. The so-called "head" studies each pupil and his fam-

ily background and although no trade training is offered there is personal counsel and guidance in projects leading toward a vocation. For example, I was shown a book compiled by a boy who was interested in printing. He had made it a kind of educational hobby during his last two or three years in this school during which he learned *about* printing, and upon leaving school at fourteen began his work in the great realm of printing. I was told that this is typical, and that pupils are encouraged, under guidance, to select such a field to explore and study with a view to entering it. They are encouraged to make the most of life within their community and in consonance with their social station.

THE usual routine work of the school is in no sense neglected. There are the Three R's plus excellent work in geography and English. I listened to a heated debate in a class of girls of about eleven or twelve years of age who were living up to the English traditions of good oral discussion. The question was, "Should father or mother hold the purse strings?" Need I report the verdict? The decision was 22 to 4. *Mother won!*

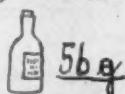
Geography instruction is not restricted to the classroom. Since 1915, this school has been sponsoring "school journeys." Twenty or more pupils—boys and girls, ages six to sixteen—go on a week's journey under the supervision of a master and mistress. Each child must finance his own way, but these people are a thrifty lot and costs are kept at a minimum consistent with [Continued on page 60]

What will money spent for one-half litre of beer buy? Here is the answer of a third-grader in a Vienna school: 8 rolls, a loaf of bread, 4 eggs, a small bag of flour, one kilogram of grapes, a bar of chocolate, a bottle of milk, or quantities of sausage, potatoes, or butter.

Anneliese Söllner.

27. Oktober 1932.

Geld $\frac{1}{2}$ l Bier, das dir schadet,



kannst du haben was dir nützt:

1. 8 Lemmeln.
2. 1 Brotwecken.
3. 4 Eier zu 14 g.
4. $\frac{3}{4}$ kg Mehl.
5. 1 kg Trauben.
6. 1 Tafel Schokolade.
7. 1 l. beste Flaschenmilch.
8. 10 dg. Aufschnitt.
9. 4 kg. beste Erdäpfel.
10. 10 dg Butter.



The Sea Road - - - By Bert Cooksley

BY FARM and meadow and timber land,
 From the hills in back of the sun,
 Through rock and gravel and weed and sand
 It travels along — as its builders planned —
 Till the quays and their hulls are won;
 Till the songs of men and the hands of men
 And their great ships hail a friend again!

*It's a lean trail and a clean trail,
 Down to the land of ships;
 Where the gulls sail and the winds wail
 And salt spume cuts the lips.
 It's a long trail and a strong trail
 To where sea turtles play,
 Where the sheets bale in the mad gale.
 And a man's long away!*

By ranch and river and valley wood,
 From the crests where the hillwinds lay,
 Through towns of evil and towns of good,
 It runs—as its builders meant it should—
 Till it wins to the green sea bay;
 Till the work of men and the dreams of men
 And their tall ships greet a mate again!

*It's a fair trail and a square trail,
 Down to the open sea,
 Where the sheets bale in the wild gale
 And the chanteys break free;
 It's a far trail and a star trail,
 Where many brothers part;
 Where the gulls sail and the winds wail—
 And a man finds his heart!*

A New Deal for the World's Workers

By Leifur Magnusson

Director, Washington Office,
International Labor
Organization

Photos:
Lewis W. Hine



"Plumbing-up" a steel column on a skyscraper.

WE HAVE always been creating world leagues of various sorts. Some are just on paper. Others have become realities, such as the international postal-service and the league to establish safety of life and property at sea. There is also a league to promote health and to prevent the spread of disease, a league to facilitate radio communication, a league to interpret the legal meanings of the terms of international treaties, a league to promote the settlement of disputes among nations, and a league to abolish the evils of industrial competition.

One need not today overwork the league idea; already there is apparently one for nearly every international function—public and private, political, juristic, economic, and social. We see unfolding before us a network of international agreements creating the machinery for coöperation, agreements that are world-wide in their geographical extent and world-deep in their ramifications into the daily life of the people.

One of the chief characteristics growing out of the World War has been this constant and increasing pressure to build up a complex of world organizations by a gradual process of agreement. All that

the post-war Conference of Paris did was to tie up these numerous little leagues into at least three major leagues, coördinating and correlating functions, simplifying the machinery of coöperation, making it potentially more permanent and continuous, and defining functions somewhat more clearly.

What we know as the League of Nations really embodies three separate functions—first, the political organization of the world; second, juristic association of the nations; and, third, the industrial-

labor society of nations. Specifically, the Conference provided for a League of Nations, a Permanent Court of International Justice, and an International Labor Organization—all of them united in the fact that their members may be identical, that all money-raising functions are delegated to a single body, that all treaties signed by or through the machinery of those bodies are registered or centralized at one place.

These leagues do not even occupy any one capital city. There is as yet no one capital city of the world, no world flag, no world stamp, no world natal day, no world super-government.

The most that we have at the moment is a sort of functional confederation of the nations, a grouping of the world into several purposeful organizations, operating by agreements through administrative machinery having special tasks to perform. It is a mistake to think of world organization wholly in terms of familiar political concepts. The nature of world organization is something new for which no exact analogies can be found in the political theory and practice of today.

One of the most important of these functional confederacies or associations of the nations set up after the war, is the International Labor Organization. The title is perhaps unfortunate. It is not a trade union or labor organization at all. Neither is it an employers' association. The word "labor" in its title merely means that the organization concerns itself with those problems of the world that have direct or indirect reference to labor competition, differences in labor standards, differences in standards of living, competition as affected by labor costs, competition as influencing social well-being in the different national-political jurisdictions into which the world is subdivided and isolated.

THE International Labor Organization exists as an agency of the nations to harmonize social welfare with the exigencies of inter-national trade. The organization is a sort of fair-trade—not free-trade—commission of the world. It sets standards of social costs, below which it affirms no nation ought to go. It does not seek to eliminate natural advantages which should make it possible for one set of people to produce any given commodity more cheaply than another. It does affirm the principle that none should produce any commodity that goes into world

commerce more cheaply by reason of the fact that it extends its hours of labor beyond an accepted minimum, or because it works its children out of their education, or because it "sweats" labor.

THE International Labor Organization assumes that the economic welfare of the world is most truly conserved by raising the general standards of living of the countries that are now depressed, rather than by lowering the standards of those that are advanced. This is hardly a principle to be denied. What the International Labor Organization does is to introduce into world affairs a new method by which to inculcate in practice this important principle of building up living standards rather than tearing them down.



"... the economic welfare of the world is most truly conserved by raising the general standards of living of the countries now depressed...."

Where you have a world of separate political jurisdiction, the level of the lower is likely to determine the general level. It is perfectly apparent that if any one in a given state in the United States, for example, wishes to escape the consequences of a given law, he flees to the state of lower standards—whether it be the divorce law, the inheritance-tax law, or the low-standards-of-labor law.

The organization does not enter into the political controversy that rages around tariff, embargoes, and one-sided national restrictions of various kinds. It merely affirms that such restrictions do not meet the issue.

There can be no well-planned world economy unless there is some basic understanding as to what are the minimum decencies that shall go with competition. In the words of Albert Thomas, the former director of the International Labor Office, "The new feature introduced by the peace treaties consists in the fact that equitable labor conditions established by law, or by means of international conventions, are henceforth to constitute an inevitable condition and a natural necessity with which industrial employers must reckon in the same way as they reckon with geographical factors." This puts it in terms of capital and labor. But it is the same idea as that uttered by President Calvin Coolidge in 1927 before the Chicago Association of Commerce in which he said:

We can not expect, in the long course of events, to maintain our country on a permanent level of general well-being far above that of other peoples. . . . At the last, those of us who are partners in the supreme service of building and bettering our civilization must go up or go down, must succeed or fail together, in our one common enterprise.

TO WHICH we might add, to be at once non-partisan and up to date, these significant words of the "New Deal" spoken by President Roosevelt: "The world," he said, "must supplement individual domestic progress for economic recovery by wise and considered international action." And on another occasion the President observed that "these efforts of individual governments will achieve their fullest effect if they can be made a part of a synchronized international program."

Simply stated, the work of the International Labor Organization is made necessary by the fact of an international labor problem; by the fact that differences exist in economic conditions or labor standards; that competition between employers in the world market furnishes an incentive to lower labor costs by decreasing wages, lengthening hours, imposing unfavorable work conditions, and that, in order to raise living standards, concerted action is required by the governments of the world working together. It is the international counterpart of President Roosevelt's National Industrial Recovery Act.

The actual machinery of the organization can be briefly described. It consists of the International Labor Conference, the Governing Body, and the International Labor Office, which represent respectively a sort of legislative and policy-making assembly, a plural directorate or second chamber, [Continued on page 56]

"It is out of painstaking research that the conception of the minimum of decency in every branch of our industrial life has arisen. . . ."



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Our Readers' Open Forum

Letters are invited from readers offering comments upon articles, setting forth new viewpoints on Rotary problems. They should be as brief as possible.

"I Was the Man He Beat"

To the Editors:

The article on Ed Merrill brings back memories over thirty years old. I read with a great deal of interest the account of Ed's winning the quarter mile, the high hurdles, and placing in the low, and I do not think you can ask for better authority as to results in the half mile when I tell you that I was the man he beat in that race. I was very thankful he did not run the mile also.

I can remember very vividly the finish of that race and personally felt like a "Model T Ford" trying to keep up with a "Model A." The last 50 yards he looked over his shoulder to be sure to keep ahead of me but I did not regard this as anything but an effort on his part to save his strength. I can yet see him in his track suit standing in the batter's box.

One other angle which interested me exceedingly was the fact that the reference to his later activities corrected an exaggerated rumor regarding his death.

Very truly yours,

MALCOLM BAIRD

Sec'y-Treas., Pressed Metal Institute

232 Delaware Ave.
Buffalo, N.Y.

Minster . . . Minister

To the Editors:

Allow me to say how much I appreciate THE ROTARIAN; nowadays, it is one of the best magazines that comes into my house. But has Clinton Anderson ("Along English Lanes") no friend among the editors, or compositors, or proof-readers who would pick up that word *minster* and spell it correctly? Does nobody on the staff ever go to church, that he might acquire the knowledge of the difference between him who preaches and the place where he preaches?

Fussily yours

"BILL" ROBSON

Winnipeg, Canada Classification, Photography

"Why, O Why!"

To the Editors:

In the August number, every one who attended the convention such as myself, must have been charmed with the page of Jottings.

I was especially interested in the following, with reasons why:

The Lincoln monument story, because I passed the Square every time I went to town from the Statler Hotel.

Essayists—I rode several times in the courtesy car of Norm Rabinovitz. He told me he used 30 gallons of gas on that Tuesday opening day, just driving between the Statler and the convention headquarters.

Past Presidents—I spoke to or heard speak all of them except Gene, the one I know best. Did not even know he was there until we were en route home.

Artists All—Because I marveled at the artistry which made that old convention hall a thing of beauty. We forgot the aged and decrepit rooms in admiring the beauty of the stage.

Past President Clint's story of England was excellent, and brought back happy memories of

my visit to the Canterbury section some years ago. But, why, O Why! did all your editors and proof readers let it get by as York *minster* instead of *minster*? Both in the text and by the illustrated head it is so mis-stated.

WILLIAM S. BRANCH
Secretary, Rotary Club

Orlando, Fla.

Note—A *thankyou* to Rotarian-Readers Robson and Branch for their letters. . . . As to points ecclesiastic and typographic, let it be remarked that if members of the Board of Editors do not attend church regularly, it is no reflection on their parentage. Two of the three are sons of ministers and the third is the grandson of a



Malcolm Baird (second from left, standing)—"I felt like a Model T Ford trying to keep up with a Model A." (See col. 1.)

Quaker preacher. Blame for the egregious blunder referred to must descend on that ubiquitous personality known to every printshop as The Inspired Compositor who, let it charitably be hoped, was motivated by a desire to be helpful. But that was not all. The following from Author Clinton Anderson points out two additional errors:

"While you are on the job of corrections you might correct the opening line to substitute the word 'There' for 'here.' The manuscript was written on the train and my handwriting is none too good at best. Toward the end I have used the words, 'smug little, tight little island,' in place of 'bright little, tight little island.' This is just sloppy quoting, I will admit, but arose out of some correspondence and stuck in my mind because it seemed to be so thoroughly disproved as far as my own experience was concerned."

From a Consistent Winner

To the Editors:

To prove to you that I read THE ROTARIAN line by line every month, I am entering the "you catch a tray" contest,* and my answers to the twelve questions are pertinent in that they prove that like the average Rotarian I know what's in THE ROTARIAN before I read it.

I am a consistent winner. Here is my record:
At the age of 6 won peanut-hunting contest.

* See July ROTARIAN, page 57.

Age 10. Won pie-eating contest.

Age 15. Won greased-pig-catching contest.

Age 20. Won cigar-smoking contest.

Age 30. Won bird contest catching snipe at night with a gunny sack.

Age 30. Won hog-calling contest.

Age 43. Will win the Micarta Contest because these answers are laboratory tested.

1. That's what the Grisons are worried about.

2. Stratosphere, 3-2 Beer, and Racketeers.

3. Horsemen.

4. The fellow who tried to sell his kid a tennis racket when he wanted a ball bat.

5. The guy that owns the house you live in (a pain in the neck).

6. Boston, when she is entertaining a delegation from Schenectady.

7. The Rose of Picardy.

8. How Dry I Am.

9. St. James Version.

10. Pennsylvania—there you find Reading.

11. Hotel Statler. Because I know my friends either got the money for this advertisement or exchange for rooms and meals in a swell hotel.

12. Arrive on my desk on the 11th instead of the 12th.

RALPH D. HENDERSON

Business Manager, "Houston Press"

Houston, Texas

Distemper Anti-Serum

[POSTAL TELEGRAPH]

Idaho Falls, Idaho, Aug. 1, 1933

Editors, THE ROTARIAN:

ITEM CONQUER DISTEMPER AUGUST ISSUE ROTARIAN HAVE HAD SOME FIVE HUNDRED SILVER FOXES DIE PAST TEN WEEKS WITH DISTEMPER STOP ADVISE SOURCE OF SUPPLY ANTI-SERUM AND IMMUNIZING VACCINE AND VIRUS STOP FULL INFORMATION DESIRED WIRE COLLECT NIGHTLETTER.

WARREN A. BAKER

Past President Idaho Falls, Idaho, Rotary Club

Note—Rotarian-Reader Baker and others making similar inquiry were advised to get in touch with the Jensen-Salesbury Laboratories, 520 W. Pennway, Kansas City, Mo.—Editors.

The ROTARIAN

Published Monthly by

ROTARY INTERNATIONAL

211 West Wacker Drive, Chicago, Illinois, U. S. A.

While a world organization, Rotary International is an employer of labor in the United States and as such has signed the Employers' Agreement of President Roosevelt's Reemployment Program.

Editorial Comment

Ham and Eggs for All

TO MANY Americans and to the so-called "rest of the world," the prodigious effort the United States is making to rout the depression is still a hazy picture. That is not surprising, for news of the National Recovery Act must be bottle-necked through cable and radio, telescoped by pressure of more localized news, and, in many cases, blurred by translation.

It is essential, therefore, that he who would understand must hold fast to the fundamentals of the underlying philosophy. They are quite simple. Mr. Garretson, Mr. Woolf, and Mr. Roberts, elsewhere in this issue, bring them into clear relief, but two crisp sentences by Administrator Johnson sum them up in a way that he who reads as he runs may understand.

"The very rich," he said, "do not buy \$40 worth of ham and eggs for breakfast. If we want to keep this country going we have got to find a way to let everybody buy half a dollar's worth of ham and eggs."

Economists and social workers, decrying concentration of wealth in the hands of the few, are no longer voices in the wilderness. The NRA is, in effect, notice to the world that the American business man is awakening to the logical implications of a civilization built around the machine. He reasons something like this:

Twentieth century economics are predicated on science. Science means machines. Machines mean mass production. Mass production requires mass consumption. But mass consumption is impossible unless the masses have money. If large groups are unemployed, if wages are paid which do not permit families to buy ham and eggs and clothes and shelter, business will wane. Therefore, means must be devised to employ men and put in their pockets the wherewithal to buy.

The National Recovery Act is, of course, the answer of the moment to the challenge of this logic. It simply seeks a *planned* readjustment of economic processes, whereby, to quote Administrator Johnson again, all

the employers in the United States "do about the same thing at about the same time"—cut hours to employ more men and pay a living wage. It is a corollary of that proposition that price-cutting and bribery and child-labor must be dropped overboard along with the other pirates that have preyed on legitimate commerce. In the past we have called these abuses *unethical*; in the future we shall more frequently use the word *uneconomic*.

It is a vast and unique experiment upon which the United States is launched. Unlike many recorded in the pages of social history, this one is not a coercive edict from an oligarchic minority; rather it issues from and will be worked out by the people themselves. If they are courageous, industrious, and, when necessary, self-sacrificing, it will not fail. On the other hand, the past four miserable years and a universal break-down of commercial intercourse suggest what is in store if it does not succeed.

Men Make Cities

WHEN Lord Bryce visited America, many years ago, he found that here self-government's weakest link was the municipality. Probably the charge is as true today as it was then, but the story of Atchison, Kansas, told in this issue by Newspaperman Ed. W. Howe, is indicative of a positive, though tardy, realization of the fact that private citizens can get good government if they but want it keenly enough. Winnetka, Illinois, is another instance comparable to Atchison, of which readers of THE ROTARIAN will be apprised in an early issue.

But the problem of good city administration is not one peculiar to America. It prevails wherever there are Rotary clubs; it is a challenge wherever there are Rotarians. In a speech before the Brisbane, Australia, Rotary Club, Walter Bush, chief engineer, brought this out most effectively.

"Survey your city," he admonished, "as it is today, not merely as a collection of buildings, intersected

by streets, interspersed with parks, dominated by hills, surrounded by many square miles of meadow, forest, and dale, and with the broad river winding its tortuous way from the country to the great ocean beyond, but as a community of men and women, boys and girls and little children. Then ask yourself: Is all well with this city; does it grow in beauty and dignity each year . . . according to some wisely conceived and well-ordered plan? Are its people happy and contented?"

If not, the challenge is squarely before the citizen—the Rotarian—to study the problem and then act. For, to quote Rotarian Bush again, who, in turn, drew on the inspiration of an unnamed poet:

*Cities are what men make them,
What men demand they shall be;
Slothful, sloven, and sleeping,
Progressive, beautiful, free.
If the hearts of the builders are noble,
In one with the day and the need,
They will build into grandeur and greatness,
For so it was decreed.*

James W. Davidson

IN THE passing of James W. Davidson, many men and women in all parts of the world feel a personal loss. Readers of THE ROTARIAN have felt particularly close to him, for the serial accounts, written by Mrs. Davidson, of his memorable mission which linked the Near and Far East in Rotary, have made his name almost a household word in thousands of Rotary homes.

Surely, few men are gifted with a finer, a more adventurous spirit than was "Jim." As a youth he went from Minnesota to New York, and from thence with Admiral Peary on a polar expedition. Hardly was he home before he embarked for the Far East as a war correspondent. He became a United States consul in Formosa, meanwhile writing a book on that island still recognized as a standard text. He was in the United States foreign service during the Russo-Japanese war, later taking charge of the consulate in Shanghai.

After a successful business career in the Dominion of Canada, where he was naturalized, he and Colonel James Layton Ralston extended Rotary to Australia and New Zealand. In 1928, he, Mrs. Davidson, and their daughter, sailed on their two-and-a-half-year mission during which he established Rotary in a score of Eastern cities.

Surely, no words said here can possibly appraise

such a man, nor his service to Rotary. Let it suffice, that in the passing of James W. Davidson an uncounted throng of men and women, in and out of Rotary, of many creeds and races, will mourn his passing as a *friend*.

A Rotarian at Heart

ON A stony farm in America's semi-arid West lives a Scotsman for whom the one writing these lines has a profound admiration. Had he possessed wealth he might have settled on the rich loam of the Mississippi valley, but he came to America poor and the only land within the reach of his purse and credit was the unirrigated, hilly acres on which he has made his home.

Others before him in this locality had tried to raise fruits, but they failed. Undiscouraged, he set about studying the latent resources of his soil, and developing varieties of plants and trees adapted to it. In time, his indefatigable industry succeeded, and now during the fruit season housewives within a hundred-mile range watch for John Robertson's coming. They like his apples and berries, they admire the man's simple honesty and modesty.

John Robertson is not a city man. His education was cut short in his early years. He wears a soiled slouch hat and overalls that are patched and faded. He is not a member of a service club. Perhaps he has never heard of Rotary. But, in a very fine sense, he is a Rotarian at heart. He loves the soil and its fruits. He has served it, himself, and his fellow men well. He has dignified his vocation.

Your Club Is 'R.I.'

AMONG Rotarians, there occasionally arises a misconception as to just what Rotary International actually is. There is a tendency to confuse it with the secretariat in Chicago, which, after all, is but a clearing house of information and a service station operated by a paid staff of trained workers.

The true conception of "R.I." is that it is *the activities* of individual clubs, each autonomous within certain agreed-upon limits. Each may adopt projects it deems best suited to local circumstances. Thus, in a very significant sense, a Rotarian asking "What has Rotary International achieved?" is, in effect, asking what his own club, i.e. Rotary International in his own community, has achieved.

Rotary International is not to be thought of as something far, far away. It is the individual club—multiplied 3,600 times.

The Rotary Hourglass

A miscellany of items of general Rotary interest selected from letters and other current material coming to the attention of the editors.

AT LAUSANNE. Rotarians from other parts of the globe who happened to be vacationing in Europe and visited Lausanne, Switzerland, August 27 to 29, were fortunate, for that was the place and the time of the second Rotary regional conference for Europe, Africa, and Asia Minor. President John Nelson, of Montreal, was in attendance, and many matters of timely interest and importance to the movement in that part of the world were discussed.

EAC. The European Advisory Committee met at Lausanne, Switzerland, August 24-26, immediately prior to the regional gathering.

First Again. To B. E. Arntzen, Chicago undertaker, go honors for being the first in his vocation to sign up under the NRA—which isn't surprising, for "Barney" was the first undertaker in Rotary. He is chairman of the craft assembly organized at the Boston convention, and plans soon to write all Rotarians holding this classification.

Twice Champion. Within a week, Rotarian John Haynes, Oskaloosa, Ia., grocer, has won the city tennis championship, against sixty rivals, and the city golf title, in a field of seventy.

Roosevelt on Rotary. Two New Zealanders, Frank Milner, of Oamaru, who spoke before the Boston convention, and District Governor Thomas C. List, of New Plymouth, recently had an audience with President Roosevelt.

The President said he thought the Rotary movement is one of the finest the world has known. He added that he was a Rotarian himself and prized his membership very much. Rotary was especially valuable, particularly at the present time, he thought, for it aims at understanding and friendliness and cooperation between the nations and in this important capacity was capable of, and was actually doing, most valuable work. He sent a special message to the far-away Rotarians in New Zealand, wishing them success and happiness and contentment and assuring them of his desire to visit their beautiful country as soon as he was able.

Following the convention, Frank Milner has been giving a series of addresses on international affairs to Rotary clubs in various parts of the United States. He stayed over for the conference of Pacific Relations on August 14-18 and will return to New Zealand in September. Governor Tom List, who has also addressed many Rotary clubs and educational organizations, left San Francisco on August 2.

Youngest president? Is the youngest Rotary president of the 1933-4 crop B. E. Hohlt, of Madison, Ill.? He was born on March 9, 1908.

Beat it? Col. J. T. Peele, since the Rotary Club of Pensacola, Fla., was organized on March 9, 1915, has maintained a 97.2 per cent perfect attendance, despite the fact that he is away from Pensacola three months during the year. What is, perhaps, even more remarkable, is the fact that not one of the make-up cards from clubs visited has been lost!

Or this! William L. "Bill" Kerr, of Pecos, Tex., age twenty-eight, governor of the Forty-second District, occasionally takes time off his regular job as district attorney to ride in a round-up. Not so long ago, on one of these expeditions, he gave chase to a coyote and roped him clean. The feat was so remarkable for a "town guy" that cowpunchers now regard "Bill" with something akin to awe.

Linguistic Record? Doesn't the palm for linguistic honors among 1932-33 district governors go to Director Maurice Duperrey, of Paris, and the Forty-ninth District? He speaks seven languages (including esperanto) besides his native French, and was a much sought after man by overseas Rotarians at the Poland Spring assembly and Boston convention. But Director Duperrey deserves fame for more than his language achievements. He holds membership in the Paris Rotary Club as a manufacturer of abrasives, but finds time to serve as a member of the board of directors of several hotel associations, as secretary-general of the French National Committee of Advisors on Foreign

Commerce, and as treasurer of the Permanent Committee of Fairs in other countries—and he is a past member of the Club Service and International Service Committees of Rotary International. His picture, with his charming daughter, Mlle. Denise Duperrey, and Stratosphere Explorer Auguste Piccard appeared in the July ROTARIAN.

From Texas. Mrs. Mary Carr, executive secretary of the San Antonio (Tex.) Rotary Club heretofore has always told the truth, so far as this deponent knows. But—well, here's what she writes: "G. E. Brooks, better known as Jimmy, who has been secretary of the Kerrville Rotary Club for the last five years and was secretary to Dr. Sam Thompson who served as governor of our district, was hunting turkeys with some friends. Being a lover of wild animals (he has never killed a deer or any other game), he didn't have a gun, but went along just for the fun of it. He was sitting on a log when a flock flew by. One flew right on his back. Jimmy, being a healthy and strong specimen of manhood, wrestled with the Turk. After receiving several kicks and scratches, he finally subdued the bird, put him in the rumble seat of his car, and brought him in alive to Kerrville to show the rest of the gang. Now, if you don't think this is some news, try to catch a wild Turk. It's hard as blazes to get a shot at one, to say nothing of capturing one alive!"

Hears from Crusoe. Allen H. Bagg (don't blame it on the typesetter, Allen, if an 'r' slipped into your name, for THE MAN WITH THE SCRATCHPAD heard your speech welcoming Rotary's district governors to New England), past third vice-president of Rotary International, and former mayor of Pittsfield, Mass., is always having interesting things happen to him. His fellow citizens, for instance, are now prevailing upon him to run for mayor. And recently he received word from "Robinson Crusoe, per Claude Heine," that the latter's servant, "my good man Friday," some time ago had picked up in the Marshall Islands a bottle containing a "whomsoever may find this" message which Allen had cast upon the Pacific waters in November, 1930.

Goodwill Envoy. Prince Tokugawa, of Japan, who will be remembered by all Rotarians who attended the Chicago convention in 1930, is now visiting in the United States enroute to Europe.

—THE MAN WITH THE SCRATCHPAD

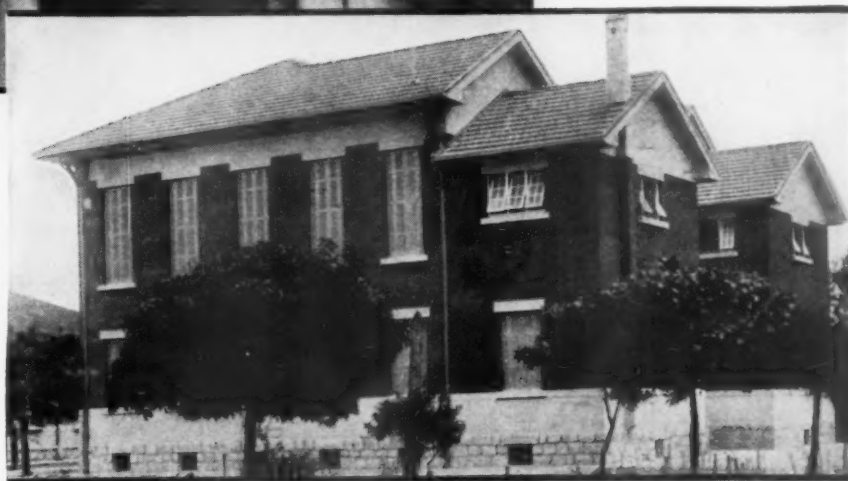
Rotarians at Lafayette, Ind., believe that Sixth Object work, like charity, and many other good things, begins at home. This photo shows students from twelve other lands in a recent graduating class at Purdue University, who were guests of the club. Advantage was taken of the opportunity to stress the true precepts of Rotary in international fellowship.





Rotarians of Santos, Brazil, have had as one of their recent activities the erection of an orphanage (below) for the children of Santos soldiers who died in the constitutional revolution. Rotary officials and civic authorities met on June 11 for the opening of the home, in which D. José Maria, bishop of Santos (center), took a leading part. The Santos Rotary Club, which was organized in 1927, has about fifty members. It has always taken an active interest in the youth of the community. Recently, it has also conducted a vigorous educational campaign for the prevention of tuberculosis.

Here you will find Rotary's Aims and Objects at work as reflected from the hundreds of letters and club bulletins received monthly.



Rotary Around the World

Spain

Preserve Beauty Spot

MADRID—On the outskirts of Madrid there is an unusually beautiful palm grove which was being ruthlessly destroyed. Madrid Rotarians enlisted the aid of city authorities in rehabilitating and preventing further damage to the grove.

Funds for New School

BARCELONA—Nine thousand pesetas for the construction of a new school have been provided by Barcelona Rotarians.

Argentina

Prison Library

AZUL—A library of some 3,000 volumes has been presented to the local penitentiary by the members of the Azul Rotary Club.

Brazil

School Festival

RIO DE JANEIRO—Just before the close of the school year, Rio de Janeiro Rotarians held their annual school festival, at which over a hundred students who had done unusual work were given prizes.

Union of South Africa

Social Center for Bantus

DURBAN, NATAL—A social center for Bantu men is being provided by the Durban Rotary Club in coöperation with the town council and a committee of Europeans and natives.

Safety First

EAST LONDON, CAPE OF GOOD HOPE—Municipal authorities are conferring with a committee from the East London Rotary Club with a view to drafting a more efficient and safer set of traffic regulations.

Ireland

Two Weeks' Outing

BELFAST—Forty crippled boys were given a two weeks' camping holiday by the Belfast Rotary Club.

Straits Settlements

For Health's Sake

PENANG—All health centers in various parts of this city are receiving a case of milk each month from the Penang Rotary Club.

Germany

International Service

KÖLN—Rotarians in this city entertained for several days a group of English Rotarians. Other clubs in the surrounding territory also aided in the entertainment of the visitors.

Japan

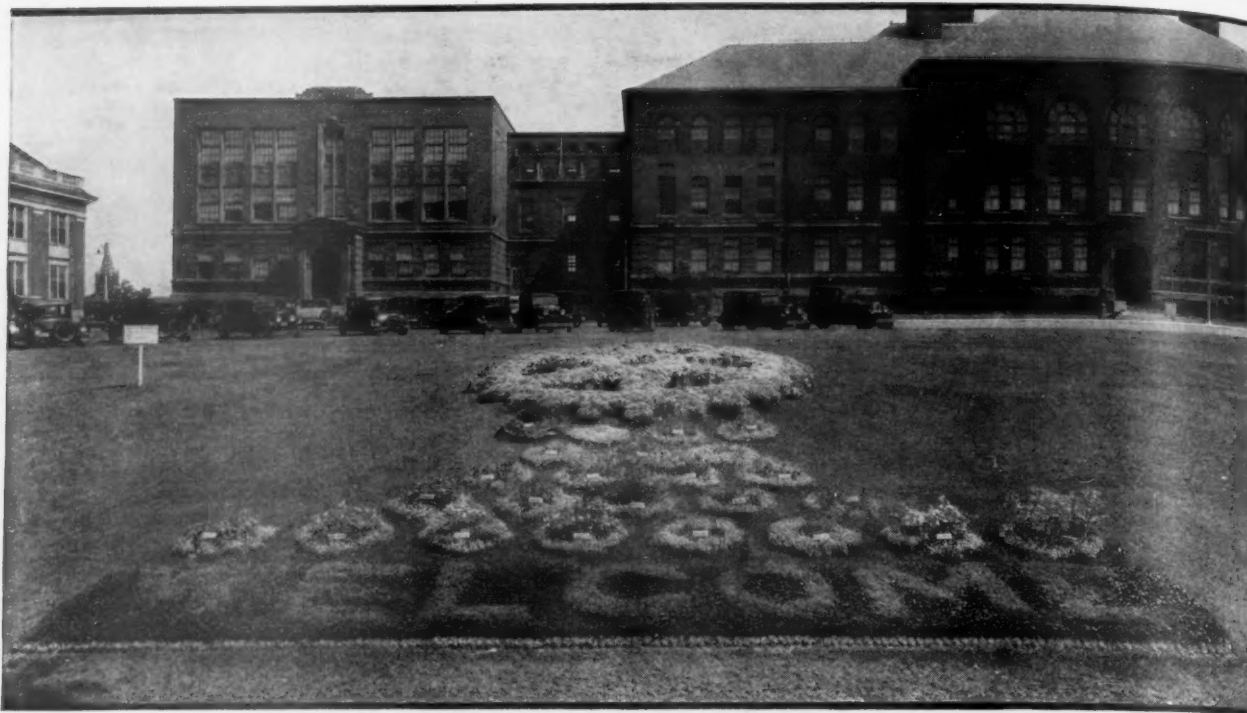
Outing for Orphans

TOKYO—Some 300 orphan children were recently given their annual outing by the Tokyo Rotary Club. A picnic lunch was served, and each little guest was given a present to carry back with him to his dormitory.

Sweden

"Enström Fund"

STOCKHOLM—Rotarians of this city have a unique and unusually pleasing method of commemorating a birthday or other important day in the lives of members and their families. A handsome booklet containing the autographs of all the club members is presented to the Rotarian chosen for this honor, together with a sum of money donated by the club, which the recipient has the pleasure of using for charity. As a rule



An international friendship garden, consisting of flowers, the seeds of which came from twenty-four countries, is a project of children of the public schools, sponsored by the Rotary Club of Somerville, Massachusetts. Hundreds of visitors at the Boston convention were attracted to this novel exhibition.

these gifts are placed in one account, called the "Enström" fund after its founder, and at the end of the year the total amount is contributed to some worthy community cause.

France

Memorial to Son

TOURS—In memory of his son, a member of the Rotary Club of Tours has established a prize of 5,000 francs to be awarded annually to an outstanding student engineer.

China

More Boys Work

SHANGHAI—The Shanghai Rotary Club has assigned \$650 to its Boys Work Committee to carry on its summer camp work.

Provide Outings

TIENTSIN—Tientsin Rotarians have a very active summer camp for boys.

Burma

Coöperation

RANGOON—All relief and charitable organizations in this city have been organized in one general council by Rangoon Rotarians to deal more effectively with various relief problems. Among the first problems given consideration were: suitable accommodations for the homeless, registration and classification of the unemployed, and a public meeting to explain the situation and enlist the aid of all citizens.

Chile

Establish School

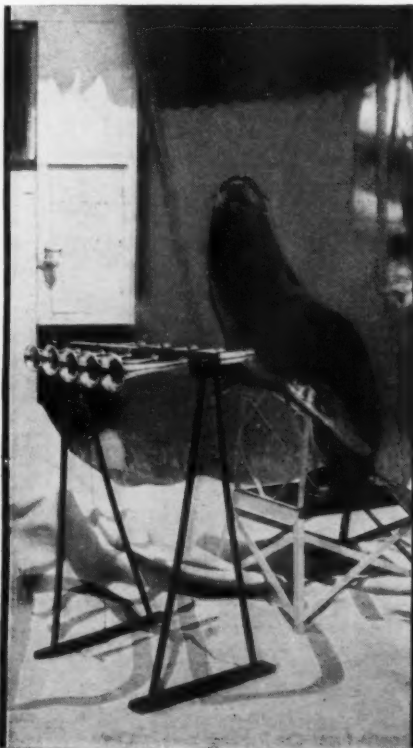
CURICO—Among the most important community contributions of the three-year-old Rotary Club of Curico is the school which it founded without cost to the city or to the pupils. Rotarians themselves conduct the courses with the aid of

outside volunteers. The club is now engaged in organizing an archeological museum to depict the history of that region.

Australia

A Boy Per Member

ALBURY, N. S. W.—When Albury Rotarians gathered for a recent club luncheon, each member had with him one or two unemployed boys for the purpose of encouraging them, and endeavoring to find work for them.



Farm for Jobless

GOULBURN, N. S. W.—A definite step toward the solution of the problem of unemployed youth has been taken by the twenty-eight Goulburn Rotarians. Through their efforts a 600-acre farm near Goulburn has been provided, rent free, for a period of three years for the agricultural training of unemployed boys.

Give White Sticks

BRISBANE, Q.—Blind men in Brisbane will now be given greater consideration by motorists, as the result of a presentation of white walking sticks by the Brisbane Rotary Club. This suggestion came from a Brisbane coroner who commented on the need.

Peru

Mothers' Day

LIMA—Lima Rotarians recently observed Mothers' Day by calling attention of local citizens to the necessity for better obstetric treatment and the care of indigent mothers and their families.

Here is "Buddy," the performing sea lion who every now and then amuses crippled children in hospitals and institutions. Because of this "welfare work," he has been given special honors by the Seattle Rotary Club. On a recent visit to Schenectady, N.Y., the General Electric Company arranged to entertain the entertainer with a demonstration of various electrical appliances. The radio afforded him so much amusement that he climbed to a seat nearby a rack of horns and tried to accompany the music. When the circus left Schenectady, there was a radio installed in "Buddy's" automobile.

Norway

Conduct Survey

ALESUND—The recently organized Rotary Club of Alesund is devoting much of its attention to a thorough survey of local unemployment.

Relief

TÖNSBERG—Fifty unemployed men are being cared for by Tönsberg Rotarians, and a comprehensive vocational library has been established for the use of men without work.

Yugoslavia

Musical Boy to School

SUBOTICA—A talented thirteen-year-old boy will continue his studies at the Musical Academy at Zagreb through a scholarship established by the Rotary Club of Subotica.

Succor Flood Victims

ZAGREB—Families suffering from devastation caused by a recent flood are being helped by the Zagreb Rotary Club. Adequate playgrounds, with proper supervision, is another of this club's active interests.

Belgium

Sanitarium Care

OSTENDE—Proper care in a sanitarium has been provided for a homeless child by the Ostende Rotary Club.

Italy

Aid Engineering Student

TORINO—Funds were provided by the Torino Rotary Club to permit a young engineering student to continue his studies in Berlin.

England

1,000 Jobs

SHEFFIELD—An unusual record for placing unemployed boys is that of the Sheffield Rotary Club. This past year more than 1,000 have been given suitable positions.

Inspiration

HULL—Recreational, educational, and handicraft facilities for the unemployed have been provided this past year by Hull Rotarians, in cooperation with civic authorities. Most of the



As a sign of inseparable friendship between Rotarians of the 77th and 66th districts of Rotary International, past governor Rudolf Hermann, at a recent meeting of the Zagreb Rotary Club, presented, in the name of Rotarians of the 66th District (Czechoslovakia), to Yugoslavian Rotarians a governor's chain to be worn by district governors on state occasions. The chain is the work of the Czechoslovakian sculptor, Rotarian Anyl.

Mexico

Mexico in 30 Minutes

PROGRESO—The Rotary Club of Progreso has made a translation of the English pamphlet: "Thirty Minutes' Talk on Mexico," and has published it in the club bulletin, "Luminar," sending copies to all the Spanish-speaking Rotary clubs.

War on Malaria

MONTERREY—An anti-malaria campaign has been carried on by the Rotary Club of Monterrey. During a recent month, 530 sick people were cared for, almost 2,000 capsules being distributed.

Canada

Provide Picnic Lunch

WINDSOR, N. S.—When Windsor children arrived at their public playground recently, they were delighted to find that Windsor Rotarians had provided them with special entertainment and a picnic lunch.

Street Fair

BROCKVILLE, ONT.—Under the auspices of the Brockville Rotary Club a most successful street fair was recently held, the proceeds of which will be used in carrying on community service work.

Community Service

PETERBOROUGH, ONT.—With but forty-eight members, the Peterborough Rotary Club this past year has dispersed over \$3,000 in worthy community causes. Relief agencies, the Y.M.C.A., crippled children, and Boy Scouts were among those receiving aid.

Net \$5,000

OSHAWA, ONT.—A fair recently sponsored by Oshawa Rotarians netted the club more than \$5,000 for community activities.

equipment, tools, and working expenses have, so far, been met by the Hull club.

Funds for Recreation

CASTLEFORD—Although municipal grants for providing recreation and work for unemployed boys and girls have been withdrawn, Castleford Rotarians are carrying on the work with their own funds and on their own initiative.

New Zealand

Aid Unemployed Boys

AUCKLAND—More than fifteen boys were given employment in one week through the efforts of the Unemployed Boys Committee of the Auckland Rotary Club.



Photo: Hart's Studio, Niagara Falls, N.Y.

On July 24, 1857, Abraham Lincoln and his family registered at Cataract House in Niagara Falls, N. Y. On July 24, 1933, Niagara Falls Rotarians, meeting at the historic hostelry to pay tribute to the memory of the great emancipator, were entertained by L. D. Aydelotte, impersonator of Lincoln. Left to right: Rotarians E. R. Larter, C. Wright, H. Shultz, and L. J. White; Bell Captain Jones and L. D. Aydelotte (pointing to Lincoln's signature); Rotarians W. W. Kincaid and R. D. House.

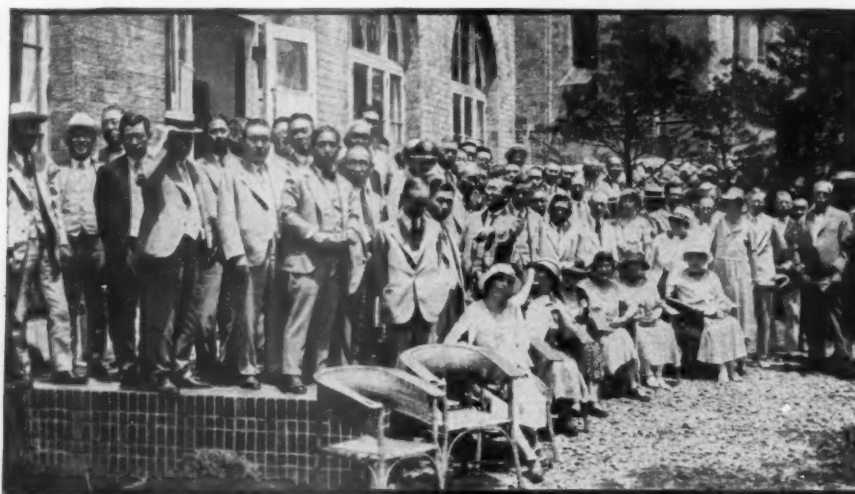
United States of America

Benefit Picnic

MIDDLEBURY, VT.—A field day and benefit luncheon held at a nearby crippled children's camp enabled Middlebury Rotarians to add \$139 to the camp treasury. Water sports and field sports, in which the children participated, consumed most of the day, and in the evening a number of the girls in the camp gave a musical program.

Pledge Coöperation

WEST ALLIS, WIS.—Members of this club, having pledged their unanimous support to the National Recovery Act, sent President Roosevelt a telegram informing him of their action.



The Keijo (Chosen, Japan) Rotary Club, as a part of its international service program, recently entertained some twenty guests, all of whom are members of the "Japanese Language Class." The class was formed at the suggestion of Viscount Saito, the present Premier of Japan, and at the time of the formation of the class, the Governor-general of Chosen. The viscount is an honorary member of the Tokyo Rotary Club.

Baseball

RICHMOND, VA.—Twenty-six baseball teams under the supervision of the Boys' Club, a Rotary project, have been organized by Richmond Rotarians.

Canadian Visit

SPOKANE, WASH.—To develop further their friendship with their Canadian neighbors, nineteen members of the Spokane club recently spent several days as guests of the Nelson, B.C., Rotary Club. Anglers and golfers had their share of fun. A Sunday evening meeting was held at a nearby beach, and the next day the visitors attended the regular weekly meeting of the Nelson Rotarians.

Scout Work for Cripples

GASTONIA, N. C.—Members of this club have long been noted for their interest in crippled children. They now have in operation a fine scout troop composed entirely of handicapped children, of which it is believed there are only five in the United States.

100% for NRA

BIRMINGHAM, ALA.—At the meeting of the Twenty-sixth District assembly in Birmingham, July 28, District Governor John T. Cochrane was authorized to wire the President the following: "The assembly of presidents and secretaries of

all the clubs composing the Twenty-sixth District of Rotary International, . . . today unanimously endorsed your efforts in the National Industrial Recovery Act and pledged to you their aggressive support and influence."

Reminiscences

ST. JOHNS, MICH.—Members of this club recently heard a first hand account of the search for Lincoln's murderer, from one of the survivors of the company of 100 which in 1865 was sent to capture Booth.

20th Anniversary

JOLIET, ILL.—In 1911, a group of young men organized a club, rotated the chairmanship of each meeting, and decided to call their group a "Rotary" club. None of them had at that time

member a questionnaire asking him to give a brief sketch of his career, some facts about his family, his favorite recreation, food, sport, and hobby; also those current topics in which he is most interested. Another part of the questionnaire listed the various types of programs—boys work, ladies night, etc., and asked for suggestions for these, and for any other ideas that might be useful to the incoming administration.

Sponsor Slogan Contest

SUMNER, WASH.—Sumner citizens have been awakened to a new pride in their city, as the result of a community slogan contest conducted each week by Sumner Rotarians. Prize winning slogans were announced at club meetings, later published in the local papers.

A 100 Per Cent Year

OBERLIN, KANS.—When District Governor Robert Mohler dropped in for a meeting with Oberlin Rotarians, he found them in full swing, celebrating the completion of a full year of 100 per cent meetings.

Visit Penitentiary

OSAWATOMIE, KANS.—Some two hundred and twenty-five Osawatomie school boys, under the auspices of the Osawatomie Rotary Club, were recently given a trip through the state penitentiary at Leavenworth. A cavalcade of fifty-six cars drew up at the prison gate, where the warden and several guards welcomed the party. Later the group was met by the president of the Leavenworth Rotary Club at a local park where a picnic lunch was served and the boys enjoyed a swim.

Contribute to Milk Fund

OTTUMWA, IA.—One-third of the fund required to supply undernourished school children with milk this past year was contributed by the Ottumwa Rotary Club.

Protect Their Bakers

OTTAWA, KANSAS—Out-of-town competition recently became so keen for Ottawa bakers that a movement has been launched to encourage buying bread at home, the suggestion of Ottawa's long-time Rotary secretary, Marion C. Hume.

Shoe & Stocking Fund

LYNN, MASS.—Rotarians in this city have a shoe and stocking fund for needy children to which weekly contributions totalling as much as \$15 are often made on luncheon days.

Make Good!

CHICAGO, ILL.—Five crippled girls, members of the group under the care of the crippled children committee of the Chicago Rotary Club, are jubilant over the fact that they have just been given employment by a Chicago manufacturer. Reports from their employer show that this experiment has been a great success and has been instrumental in improving the morale of their fellow workers.

Elephant Hunt

MENASHA, WIS.—Rotarians of Menasha were treated to a description of an African elephant hunt at a recent meeting when Carl Gerhardt, immediate past president of the Neenah (Wis.) Rotary Club told of the experiences that he and Mrs. Gerhardt had in bagging a wild elephant—but these thrills proved at the end of the talk to have been experienced in recent readings.

heard of the National Association of Rotary clubs. Their work progressed along the lines of a business study club, and in 1913 they staged the first efficiency show, illustrating modern methods of business. Rotary's leaders heard of the group and soon club No. 78 was organized. Recently Joliet Rotarians, having increased from a group of 11 to 97 members, gathered to observe fittingly their 20th anniversary.

To Keep Things Cool

TOPEKA, KANS.—An increasing family and the delapidated condition of the refrigerator in the Kansas City receiving home for orphan children made it evident that a new one must be purchased. So Topeka Rotarians presented the home with a shining 200-pound refrigerator.

Fresh Air

HORNELL, N. Y.—Two groups of twenty-four underprivileged boys and girls have been given a vacation in a local fresh air camp through the efforts of the Hornell Rotary Club, in coöperation with the New York State Emergency Relief Administration.

Will Facilitate Program Plans

PARAGOULD, ARK.—There should be a program and luncheon during this Rotary year to please each and every member of the Paragould Rotary Club. Early in July there was mailed to each

Is Motor Competition Unfair to Railroads?—Yes

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paid by owners of automobiles with those paid by owners of busses and trucks ignores a distinction of vital importance. This is, that a highway is public property, and its use by the owner of an automobile is such public use of it as a public highway is intended for, while its use by the operator of a bus or truck for the transportation of passengers or freight for hire is a private use of public property for private profit, which is an entirely different matter.

SUPPOSE a man secured a concession to run a cigar store in a government building, or to run a restaurant in a municipal park. He would be required not only to pay taxes upon his property and business, but also a rental for the public property he used equivalent to what he would have to pay for the use of private property of equal value. Now, in principle, there is no difference whatever between the use by one man of space in a public building for a cigar store, the use by another man of space in a public park for a restaurant, and the use by still another man of a public highway for a trucking business. All of them should be required to pay taxes upon their property and business for the general support of government, and, in addition, rentals for the public property that they use. Otherwise, they will get the use of public property at the expense of the taxpaying public—including their competitors.

It follows that whether the operators of trucks are paying adequate *rentals* for their use of the highways, in addition to taxes on their property and business, is the real test of whether they are being subsidized.

A more expensive hard-surface highway is required for heavy trucks than for automobiles and light trucks. Where a thickness of five inches of concrete is sufficient for private automobiles and trucks of similar weight, a thickness two inches greater is required for heavy trucks, and this additional thickness costs \$10,000 a mile. Calculations based upon formulas developed by Charles E. Marvin, Jr., mechanical engineer of the United States Bureau of Standards, for allocating highway costs between light and heavy vehicles, indicate that in the state of Kansas last year automobiles and other vehicles weighing one ton or less should have paid an average of \$40 each in license fees and gasoline taxes to have borne their full share of highway costs, and that they

actually paid an average of \$14 each, while vehicles weighing from one and one-half to five tons should have paid from \$125 to \$5,500 to have borne their share of highway costs, and actually paid only from \$58 to \$246.

The average amounts paid by vehicles of different dimensions and weights differ from state to state, but such data as are available indicate clearly that heavy trucks are paying only a fraction of their fair share of total highway costs, and that, in fact, if rentals proportionate to their share of highway costs were demanded, they would all be driven from the highways. Thus, we see that the competition of heavy trucks with the railways is heavily subsidized at the expense of the general taxpaying public, including owners of automobiles and light trucks.

It is much more easily demonstrable, because the facts needed to prove it are more readily available, that the working hours of employees of truck operators are much longer and their wages much lower than those of railway employees. The Adamson Act, passed by Congress in 1916, virtually limited the working day of railway employees in train service to eight hours, and the average working day of both passenger and freight train employees actually is only about six hours. The working day of other railway employees is eight hours. There is some state legislation restricting the working hours of truck drivers, but no such federal legislation, and it is well known that many truck drivers are working twelve or more hours a day. In many cases, trucks have two drivers and are provided with beds in which on long trips one driver sleeps while the other drives. What a public outcry there would be if it were disclosed that a railway locomotive had been run continuously for twenty-four hours by two crews which alternately worked and slept on the engine!

The monthly earnings of employees in railway train service range from an average of \$121 for brakemen on through freight trains to an average of \$247 for passenger locomotive engineers, and the average monthly earnings of all employees in train service exceed \$167. Many drivers of trucks do not receive more than \$1.50 to \$2 a day. A movement by the railways to reduce their present wages was recently stopped by Joseph B. Eastman, coordinator of transportation for the federal government. If the present working hours and wages of the em-

ployees of the railways are fair and reasonable, it necessarily follows that the competition of operators of trucks who work their employees so much longer hours and pay them so much lower wages is the worst kind of unfair competition.

If a large merchant were prohibited by law from handling certain lines of goods, and required to publish his prices, to give thirty days' notice of changes in them, and to charge all his customers the same prices, while smaller merchants in the same city or town were allowed to handle the lines of goods the large merchant was prohibited from handling, and were not required to publish their prices, or to give any notice of changes in them, or to charge all customers the same prices, the large merchant would complain that he was subjected to unfair competition, and that its effectiveness in injuring his business was largely due to unequal government treatment of himself and his competitors. There are, however, precisely these differences between the ways in which our governments in the United States, and especially the federal government, treat the railways and the operators of trucks.

THE railways are prohibited from buying and selling the commodities they transport, while in all parts of the country operators of trucks are not only competing with the railways in transporting commodities, but are also competing with other business men in buying and selling them, and are often able to make their rates for transportation low because of the profits they make in buying and selling commodities. The railways are required to publish all their rates, to give thirty days' notice of changes in them, and to charge the same rates to all shippers, and the Interstate Commerce Commission can prevent any proposed change, and compel any changes necessary to prevent unfair discriminations between shippers and communities. Operators of trucks have complete immunity from all such regulation.

Truck operators may be roughly divided into two classes—those who render regular service, and the so-called "fly-by-nights" who go cruising about the country taking traffic wherever they can get it. Truck operators who render a regular service desire protection from the cut-throat competition of the "fly-by-nights," and they have formed "The American Highway Freight Association," which has

submitted a code of fair competition to the National Recovery Administration. This provides "for the publication, filing, and enforcement of tariffs and charges for the carriage of property for hire," and for maximum hours of work and minimum wages; but the proposed working

hours and wages have not yet been specified, and it is evidently contemplated that they shall be much less favorable than those of railway employees. The proposed code would eliminate some of the unfair competition that now prevails in the transportation industry, but it can be

completely eliminated only by legislation which will cause all competing carriers to be treated alike by the state and national government as respects subsidies, working conditions and wages of employees, and regulation of service and rates.

Is Motor Competition Unfair to Railroads?—No

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have shown a keen interest in the National Industrial Recovery Act. Representatives of truck operators are consulting to determine what should be included in such a code. Their interest should be confined to the elimination of unfair practices by united action. It is axiomatic that if the code is to benefit them it must reckon with the public interest.

More than 5,000 bills affecting motor transport were introduced in forty-three states where legislatures convened this year. While a few restrictive and unfair laws were enacted, practically all the so-called "railroad" sponsored measures were defeated.

One of the important reasons for the rejection of the railroad program is that high taxes and unjust regulatory measures in many states are causing sharp declines in state revenues from registration fees and gasoline taxes.

For instance, the state of New York passed a law for a temporary increase of 65 per cent in license fees. The law was repealed before it became effective because, among other reasons, 70 per cent of 9,000 farmers and representatives of other groups declared that they would not license their trucks under the increased fees.

THE state of Texas has already experienced a reduction of several million dollars in its registration fees and gasoline taxes, due to drastic truck laws which have been in operation in that state for several months, according to surveys made by the Texas Motor Transportation Association.

Registrations of vehicles have fallen off more sharply in the states where gasoline taxes are the highest than in the states where lower gas taxes are in force.

Motor vehicle owners carried a tax burden of \$1,060,000,000 during 1932. It is itemized as follows:

State gasoline taxes.....	\$514,000,000
Registration fees	324,000,000
Federal excise taxes (newly laid) ..	84,000,000
Municipal special levies (est.)	40,000,000
Personal property taxes	100,000,000

\$1,062,000,000

The motor-vehicle tax bill was one-

tenth of the entire tax bill last year. Of the motor-vehicle special taxes, motor-truck owners paid \$252,319,000, or 26 per cent, although trucks are only 13 per cent of the total number of vehicles registered.

An investigation for the National Transportation Committee by the Brookings Institute, presented in "The American Transportation Problem," includes an analysis of highway financing in which the following statements are made:

We conclude, therefore, that on the whole highway users are now paying for those highways which are of general use. Local highways are still being paid for, in the main, by local beneficiaries.

Regarding state highways, the report says:

It seems clear therefore, that during the first three years of the period, when gasoline tax rates were generally low, the amounts available were not sufficient to pay for the investment in road surfaces within the economic life of those surfaces, but that during the later years the user contributions have been adequate, so far as state highways are concerned, not only to cover the maintenance and interest costs and current depreciation, but also to make up a substantial part of the deficiency of collections in the earlier years.

Why are the railroads so much interested in the highway question? What do they want? The answer is plain. Increased taxes on highway transportation mean increased costs. The higher the cost the higher the truck rate, and the less need for the railroads to cut their freight rates wherever there is competition with the new form of transportation.

The "New Deal" in physical regulation of the vehicle is now a practical problem.

Uniform sizes and weights have been recommended by the American Association of State Highway Officials and have been endorsed by such leading national groups as the National Transportation Committee, the National Highway Users Conference, the American Automobile Association, the National Grange, National Association of Motor Bus Operators, and the National Automobile Chamber of Commerce.

Practically the only group opposing the recommendations are the railroads which contend that they would increase the size and weight of commercial vehicles in

nearly all the states. Actually, the reverse is true. Most of the states have more liberal limitations than recommended by the highway officials and many states would have to reduce their limitations to conform with the uniform plan.

THE adoption of the uniform plan by the states would speed up the benefits to be derived from the New Deal. Shippers and operators would know where they stood in crossing over state lines. For the same reason, uniform sizes and weights would promote reciprocity between the states.

Both weight and license tag disputes have been the cause of loss in time and money to shippers and the public. An example of the evils arising from lack of reciprocity was seen last fall at the state lines of Pennsylvania and adjoining states. A statute denying reciprocity to commercial vehicles was passed during the summer by the Pennsylvania legislature. Because of tie-ups at state lines, due to disputes resulting from the law, thousands of tons of perishable products were allowed to spoil. Metropolitan newspapers carried glaring front page headlines of the incident. So great was the public resentment against the law that it was repealed by the legislature during this year's session.

The repeal of such unjust motor-truck laws, coupled with the rejection by legislatures this year of an elaborate program for punitive motor-truck legislation, signifies the determination of the public to clear the way for the New Deal.

The need for lifting burdensome motor-truck laws was brought to the attention of interested parties at an opportune time by the report of the National Transportation Committee, which declared:

"Automotive transportation should be put under such regulation as is necessary for public protection. It should bear its fair burden of tax, but only on a basis of compensation for public expenditures on its behalf, plus its share of the general tax load. Neither tax nor regulation should be applied for any purpose of handicapping the march of progress for the benefit of the railroads."

Meet General Johnson

[Continued from page 19]

belief. From all over the country came word that employers, employees, and consumers were behind the movement. Is it any wonder that when a doubt of the success of the plan is hinted at before him, he dismisses it with the single word, "Hooley"?

THE National Recovery Act was passed to increase employment and in that way effect greater mass purchasing power. He has pointed out that back of all the complicated problems is the simple expedient of splitting up work and raising the wages for shorter hours so that no one will get less than a living wage. The vital difference between this plan and the earlier Share-the-Work campaign is that this method does not decrease any one's wages while sharing-the-work divided one man's pay between two so that neither had enough to get along on.

But with more men busy at a living wage, buying will move forward and this in itself will necessitate the need for more labor. The danger, of course, is run-away prices. Upon this the Recovery Board will exercise stringent control. General Johnson will see to that. "This is no time to get rich," he told the people of the United States. "It is the time to pull our country out of a hole."

Fairness to all is essential, and therefore the various codes must conform to a just standard. This entails a tremendous amount of work and meetings. When the hearings on the special codes became protracted, the President sent out a blanket code to all industries. The response to this appeal to join, even before definite provisions had been formulated for each industry, was surprisingly large. This was due in a great measure to the work of General Johnson who had already been in touch with all the trade associations throughout the country, for it is the local organizations that must carry on the work along the lines described by the Recovery Board.

To do this a vast army has been organized. There are local generals, lieutenant generals, colonels, and lower officers upon whom will devolve the work of surveying the unemployed, planning educational and publicity campaigns, securing speakers and forming committees.

This kind of work is no new endeavor for the General. He did the same thing in 1918 when he put over the draft. Once more he is paying careful attention to every detail and again he is arousing the people by appeals to patriotism.

At the time that the war broke out, he was in the army. He probably was attracted to it by his innate craving for action. That is a characteristic which he has shown since he was a boy. Kansas was a rather wild place fifty-one years ago when General Johnson was born in Fort Scott. The old frontiersmen still gathered around the stove in the general store telling of their fights with Indians. Custer had been killed but a few years before. The tales stirred the imagination of a boy who had, himself, gone pioneering over the plains in a covered wagon, as far as the then new Territory of Oklahoma.

In 1898, although he was but sixteen and so under the enlistment age, he ran away from home hoping to join the army. As chance would have it, a neighbor spied the youngster with his baggage and notified the elder Johnson who rushed to the station and nabbed the future general as he was about to board a train.

As a compromise, his father promised

to try to secure him an appointment to West Point. The best he could do was to get him a designation as alternate. The youngster's chances seemed none too bright, for the other chap was intelligent and apparently fulfilled the physical requirements. But young Johnson by chance discovered that the other aspirant was beyond the age of entrance. He went to him, told him he knew the truth and advised him not to appear for examination. He did not and Johnson went to West Point.

Upon his graduation he was sent, as a second lieutenant, to Mexico. Shortly after he married a colonel's daughter and, to eke out his small pay, wrote a couple of boys' books which were fairly successful.

He was in San Francisco when the earthquake struck it, and as a lieutenant in the quartermaster's corps he administered relief to the stricken people. Ten years later he was following Pershing into Mexico in the search for Villa. Though

"The Magic Carpet"—Published by permission of the "Chicago Tribune."

Cartoon by John T. McCutcheon.



he had been in the army all this time, his military duties had not prevented him from taking a course in law at the University of California and in completing it in half the usual required time.

It was this knowledge of law which secured him a post in the adjutant general's office as assistant to General Crowder. When the United States entered the World War, he was put in charge of the execution of the draft law which he had partly written.

An incident that took place about this time reveals the kind of a man the administrator of the National Recovery Act is. While Congress was apparently wasting time, Johnson recognized the need for raising an army as quickly as possible. Although he was but a captain, he decided to take a chance. On his own initiative he cajoled the public printer into turning out thirty million registration cards which he knew would be needed when Congress finally passed the law. He went further and succeeded in having the postoffice put them in sacks ready for distribution at a word from him.

When at last the bill was passed, Crowder sent for his young assistant and told him to order registration cards.

"They are already printed," said Johnson as he explained what he had done.

Crowder looked up through his horn rimmed spectacles plainly shocked.

"The Secretary won't like this," he said.

"Do you like it?" asked his subordinate.

"Yes."

"Then so will he."

"Go ahead and have them mailed."

"That has already been attended to," answered the venturesome young captain.

The result was that an entire month was saved in carrying out the orders of the draft and Captain Johnson became a brigadier general in charge of the coordination of the purchases of the War Department.

He was stationed in Washington and there he met Bernard Baruch and George Peek. The three became friends, united by a bluntness of speech, a desire for facts and a capability for putting theories into practice.

WHEN the war ended, Baruch went back to Wall Street, while Peek persuaded Johnson to help him mold sabres into plowshares at Moline, Illinois. Baruch kept his eyes on his two companions. For some reason or other, their manufacturing efforts did not turn out profitably and Peek turned to corn stalks and farm relief while Johnson shook the dust of Illinois from his feet and became an associate of Baruch in Wall Street.

There the two studied trends and figures, statistics and graphs. In a few years the former soldier became a practical economist. In 1928 the trio came together once more to write the "farm plank" in the Democratic platform of that year.

Five years later when President Roosevelt asked Baruch, who is a confidant of Democratic presidents, whom he should put at the head of farm relief, Baruch recommended one of these two friends; when the President consulted him concerning an administrator of the Recovery Act, he suggested the other.

While the Recovery Act was being drafted, General Johnson was in Washington. He was a daily visitor in the cor-

ner room of the so-called head of the brain trust, Dr. Moley. Along the checkered marble halls of the old State Department Building he hastened with his slightly limping gait. In the Treasury, he often visited young, smiling, soft spoken "Lew" Douglas. Breakfast conferences with the President and Louis Howe were the order of the day.

By the time the bill was finally passed, after the Senate's attempt to take the teeth out of it had failed, although he had not been officially appointed administrator, General Johnson's organization was comparatively complete.

The General at fifty-one had acted as the Captain had done at thirty-five; once more he was ready to get down to business at the earliest possible moment.

He knew what the masters of steel and oil and lumber and coal thought, for he had already had conferences with them. Moreover, he had called upon men from San Francisco, Chicago, and Detroit to resign from permanent jobs to take positions which had not yet been created. He was all set to go at the drop of the flag which he was sure would be dropped. He was ready because of his trust in the power of human desires.

"When you feel that a thing ought to be done," he says, "and you feel it so hard that it makes your heart ache, and you want to do that thing so badly that you lie awake at nights trying to think up ways that will let you do it, then the only question about doing it is whether there is a way to do it that you can depend upon."

General Johnson believes that the National Recovery Act is that way.

The July Contest Roll of Honor

THE third of the series of question and answer contests, inaugurated in the May issue of THE ROTARIAN, has come to a close. Again answers have come from nearly each of the United States, from Canada, and from other countries.

The prizes for the July contest are fifty beautiful Micarta trays, a product of the Westinghouse Electric & Manufacturing Company. It is of interest to note that 40 per cent of the replies came from men readers, 53 per cent from women, and seven per cent from children.

The winners are:

George M. Allen, Toppenish, Wash.
Mrs. Raymond Beaty, Anderson, S. C.
Wm. S. Bolden, Charleston, W. Va.
Myron E. Brockman, Chester, S. C.
Arthur S. Burns, Kentville, N. S., Canada
Mrs. Ralph E. Burdick, McConnelsville, Ohio
Mrs. F. H. Butcher, Aylmer, Ontario, Canada
Dr. E. J. Cather, Oakdale, La.

Selma V. Clothier, Pocatello, Ida.
Elizabeth Daly, Webster, Mass.
L. S. Fitch, Waterbury, Conn.
Mrs. S. F. Glasscock, Morgantown, W. Va.
Walter S. Grimes, Fairmont, W. Va.
Mrs. Geo. P. Grout, Panhandle, Tex.
Mrs. W. L. Guyler, Crystal City, Tex.
J. Lewie Harman, Jr., Bowling Green, Ky.
Lucile Hatch, Waterville, Ohio
Dr. John A. Herring, St. Petersburg, Fla.
Mrs. Chas. T. Hiser, Greenfield, Ohio
Priscilla Grant Jacobs, Swampscott, Mass.
W. A. Johns, Jersey City, N. J.
Mrs. Clayton Johnson, Tacoma, Wash.
Mrs. M. E. Jones, Pittsburg, Kans.
Mrs. Lillian Kennedy, Whittier, Calif.
Ralph R. Kirchner, Bristow, Okla.
Rev. E. C. Kollath, Neenah, Wis.
Reese Lamb, Freewater, Ore.
Mrs. Glenn S. Lord, Canandaigua, N. Y.
Henry E. Luhrs, Shippensburg, Pa.
Imré May, Debrecen, Hungary
Mrs. Wm. C. MacIntyre, Ogdensburg, N. Y.
Geo. P. Morse, Chico, Calif.
Eileen Nance-Kivell, Beaver City, Nebr.

Mrs. Paul B. Naylor, Oakland, Md.
H. H. Neilson, McKinney, Tex.
W. E. Nitrauer, Mount Joy, Pa.
Mrs. Mayme Nusbaum, Richmond, Ind.
Mrs. Frank T. O'Neal, Springfield, Mo.
Mrs. Bryant Patten, Bangor, Me.
Lee Petrie, Los Angeles, Calif.
Theodore Pobst, Tazewell, Va.
Mrs. David S. Romney, Ogden, Utah
Mabel Brown Sherard, Decatur, Ala.
Margaret Shannon, New Albany, Miss.
Gordon Tongue, Seattle, Wash.
W. H. Taylor, San Francisco, Calif.
(honorary member, Manila, P.I. Rotary Club).
Walter V. Tharp, Vincennes, Ind.
Mrs. Ben F. Wilkins, Sayre, Okla.
Mrs. W. H. Williams, Middletown, Ohio
William E. Zecher, Lebanon, Pa.

* * *

The prizes will be shipped soon after this issue of THE ROTARIAN is in the mails.

Yes, there will be more of these contests. Keep an eye "peeled" for forthcoming announcements.

Patient and Doctor

Many opinions have been expressed in reply to the points raised by Drs. Barker and Christie in the debate in the August number, "Is the Group Plan the Best Remedy for Cutting Medical Costs." So far the weight of opinion is with Dr. Christie. Here are a few of the letters.

Commercialized Medicine

To the Editors:

I have read with great interest, the two articles regarding the high cost of medical practice. Both articles are so ably written that it is difficult to take sides, especially so for the layman.

After very careful analysis and consideration, I am with Dr. Arthur C. Christie.

Lack of keen competition removes the incentive for individual improvement.

It is too much like our government officers. Having been an officer of our government once, I know that many thousands of dollars are wasted that would not be under private control.

All medical men are not equal in ability, nor in honesty. Quality of medical care would, of necessity, be lowered, since the quality of the man himself would be of a lower standard. Salaried men lack the initiative of men who must rise by achievement.

Group medicine means increased taxation, and any body of men to whom is granted the taxing power abuse it.

Malingering in the patient is bound to result. Medicine would be commercialized without any doubt. It already is here where some clinics strive to thrive.

Removal of the family doctor removes also close personal contact and confidences between patient and physician that is necessary to a complete and satisfactory diagnosis in many cases.

Contract and insurance medicine is not the answer.

CROXTON L. RION
Oral Surgeon

Seattle, Wash.

Need General Practitioner

To the Editors:

The articles of Dr. L. F. Barker and Dr. A. C. Christie on "Group plan" for medical services, are of deep interest to the medical profession at the present time.

I do not think the psychology of treating the human—sick physically and mentally—can be put on a purely business basis; the personal element is a large factor in the 80 per cent of illnesses which require no elaborate apparatus for diagnosis; this group would suffer were the general practitioner eliminated.

G. M. ATKIN, M.D.

Banff, Alberta

Twelve Reasons

To the Editors:

In Group Medical Practice there is—

1. Too much overhead;
2. Success of this plan presupposes efficient leadership and does not take into account the frailties of human nature;

3. Would call for a radical rearrangement of all medical education, training and activity—which would demand a greater cost for society than would be justified;

4. Big business is topheavy today—see our business plight;

5. Big medicine (groups) would be worse—you would have the same financial inequality in pay (salaries), overhead and expenses which the public, in one way or other, would have to pay—such as we have in big business, as insurance companies and the railroads with their big salaries, watered stocks, etc.;

6. You cannot standardize the human machine as you do the automobile;

7. Standardized forms of examination and treatment, which are necessary under group medicine, would not fit the differences in human nature and human makeup;

8. No specific individual responsibility for diagnosis and treatment;

9. 90 per cent of all medical care must be furnished by the general practitioner in personal contact with the patient;

10. 80 per cent of all ailments or sickness does not need special diagnostic skill, apparatus, or expensive equipment, or expensive buildings or housing;

11. At the very best or with the most optimistic viewpoint or hope, group practice, with its resultant insurance, expensive equipment and expensive overhead and expensive buildings and housing, etc., can only have a very minor part in finding a solution for the problem of the cost of medical care.

12. The same coöperation, on the part of all, as President Roosevelt is demanding from all Americans, will help the public and the general practitioner solve the problem of the costs of medical care but it has to be a give and take, sincere effort—live and let live attitude on the part of the rich and the poor for the rights of all concerned.

ALEXANDER B. LEEDS, M.D.
Fellow, American College of Physicians.
Chickasha, Okla.

Confidence Is Essential

To the Editors:

In cutting costs in any service the first consideration must be that the service should not be cheapened. The exponents of this plan endeavor to show by logical arguments that greater efficiency could be obtained.

However, the body is a most delicate and temperamental organism. The doctor can only give aid to the body that will assist it to correct or combat its ailments. The primary requisite for success of any treatment is the confidence of the patient in the skill and wisdom of his doctor. Whenever that confidence is lost or impaired, the doctor is fighting against tremendous odds.

Group plans could only be successful where the doctor could obtain and hold the confidence of his group of patients.

To me the man who treats my family or myself holds a personal relation. I could not consider joining a group to contract as a group for medical and surgical services. When I employ a doctor I wish to have the right to feel that I am expecting his undivided and wholehearted attention to my difficulties or to those of my dear ones.

Regardless of the actual merits of the discussion, my contention is that the plan will never be universally accepted by the public as long as the public is allowed to have a voice in the choosing of those who are to serve them.

G. G. GREENWOOD

Classification:

Bacteriological Laboratories

Kansas City, Kans.

Personal Responsibility

To the Editors:

With an admitted prejudice in favor of the general practitioner of medicine I double my ability to express an unbiased opinion. I will sincerely try.

Granting that the medical man who goes it alone and his colleague in the group are equally well trained I am of the opinion that the patient will fare better physically and financially in the service of the general practitioner because I do not think that the personal relation between physician and patient can be dispensed with without serious loss to the patient.

Many of our patients have no organic

lesion but come to us to find out where the trouble lies. The general practitioner, who is ordinarily well trained and has a personal interest in his patient, will reassure and relieve this patient with a minimum of expensive diagnostic procedures or if perhaps he is not satisfied with his diagnosis, he will know where to get this patient in touch with a colleague, who is better trained and equipped to continue the investigation.

Personal responsibility applies just the same in treating the sick as in building a bridge and I am firmly of the opinion that when a patient brings his ills to me I will come nearer doing my utmost to "deliver the goods" if the entire burden rests on me than if I may divide the responsibility at the outset.

Medical men, as a class, recognize their limitations and call help when needed.

I do not think I will even apologize for the personal reference as it is probably the thing that makes me take most interest in the subject, but I have a son who is completing nine years of earnest effort to acquire a medical education and I hope he elects to go it alone as I firmly believe he can accomplish more in his life work by so doing, and—without "hokey"—I am not kidding myself about him paying very substantial interest on the investment.

JAMES G. ESPEY, M.D., F.A.C.S.
Trinidad, Colorado

Doctor and Patient

To the Editors:

I have read with interest the articles by Dr. Barker and Dr. Christie. I can not approach them entirely unbiased since I have been an author and have appeared publicly concerning this subject. I agree in the main with Dr. Christie's point of view, and also with Dr. Barker in warning against an attitude of uncompromising hostility on the part of the medical profession.

The modern complexities of our social economic fabric demand constructive suggestions and they should really emanate from those most familiar with the problem, that is, the medical profession. Those theoretically informed, sociologists, welfare workers, and the like have a tendency to socialistic forms of medical care. They like to work in and with crowds, they develop a sort of mass psychology.

The practice of medicine is individualistic; the relation of patient to doctor should always be personal. Forty per cent of the work of the general practitioner is that of counsellor. Many do not realize the significance of this.

The maintenance of good health is not only the application of the science of

medicine, but includes housing, food, clothing, and so forth. Let those socialistically inclined bear this in mind and attempt to provide the best of these for everyone.

There are matters of public health that rightly belong to our governmental institutions. We have not many public health problems. Typhoid, diphtheria, cholera, yellow fever, good water supply, proper sewage disposal, and so forth are matters of applying the knowledge we have.

Our important problems today are individual problems, heart disease, malignancy, venereal diseases, and so forth. There is need for greater activity on the part of the individual doctor to enter this field of individual preventive medicine. That is a matter of education, and not solved by changing to group practice.

The group where the clientele is largely a referred class of patients, with complaints of major importance, operates to a certain advantage. This is different from practicing ordinary medicine as a group. It is a utopian dream to expect to give every individual all the frills of scientific medicine. Most of them do not need it and it should be reserved to those so needing it. Group practice tends to unnecessary examinations. It is true that occasionally something important has been overlooked, but this does not justify complete examinations for every one at an enormous economic expense.

We must strive to improve the medical service and yet keep it within the limits of economic practicability. From the physician's point of view, he can best serve in his personal relationships with his patient, and the stimulus of the rewards of personal ambition and service make him a better physician. Mediocrity of medical service results where the physician becomes a mere hireling.

From the patient's point of view, there is no health problem for the rich or the poor. The former have the individual means and with the latter our governmental institutions are taking care of them. With the large middle class, there is a problem, but not what most conceive it to be. It is the major illness problem. Minor illnesses do not constitute a problem. Major illnesses due to their unexpectedness cannot be properly budgeted. They may constitute a financial catastrophe.

Insurance is the only means by which a family can budget their major illness expenses, medical and hospital. If, however, you insure for full coverage, human nature comes to the fore, and days of illness increase. Partial coverage just as partial coverage in an automobile policy, reduces the cost many times, bringing it

within the means of this large middle class and by partial coverage malingering is prevented.

The problem in human illnesses does not demand revolutionary methods, but rather evolutionary suggestions. The problem of the indigent is one distinct problem. Those possessed of more than the ordinary means can be disregarded. Preserve the personal relationship between physician and patient. Devise a voluntary insurance for partial coverage against major illnesses for the middle class. Let some of these large sums being spent on studying how to take care of sickness costs be devoted to the problem of preventing depressions and keeping men at work and the problem of the cost of being sick will largely disappear. Philanthropies accumulated through economic inequalities can perform a better job of restriction by devoting themselves to a correction of economic ills.

G. F. HARKNESS, M.D.

Davenport, Iowa.

Too Large for Regular Incomes

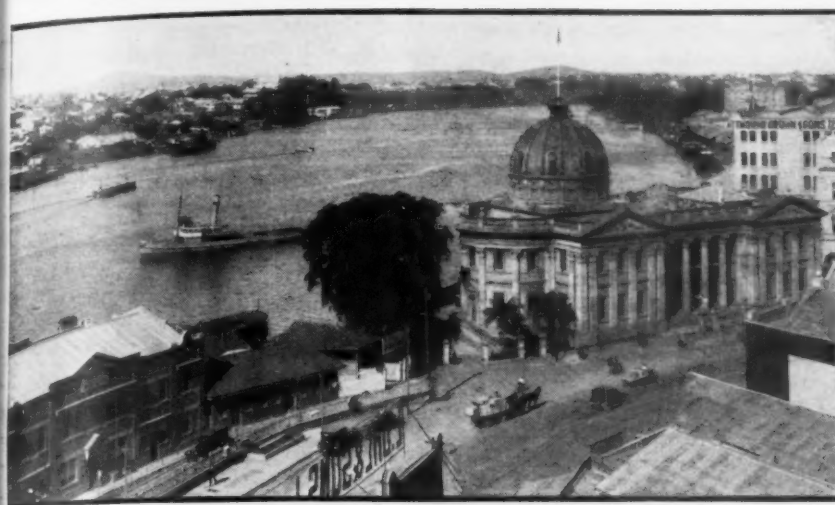
To the Editors:

I think you have a very able and engaging discussion of one of the most important unsolved problems of social progress of our time. I think they make out a good case against pure group management.

I think the writers make a very great mistake when they conclude that only "ambulant" cases or hospital cases can be included successfully in the group plan.

There is too much to be said on the merits of this ROTARIAN discussion to be included in this letter. Society has to be educated before any economic family demand can be properly handled and for uniform custom at least, some members of each family spending their money for non-essentials and not applied to their real needs. I refer to non-essentials as cigarettes and tobacco, the drinking habit, the intemperate movie habit, and other indulgences that do not come within the scope of ordinary incomes. I would like to add, however, in the light of the fact that 35 per cent of our practicing medical men are specialists and 85 per cent of the students in college plan to be specialists, it looks very much like the undermining of the general practitioner who has carried the burden and must carry the burden of general demands that the group plan or state clinics will be forced on us by law.

ALBERT W. TWIGGAR, D.D.S.
Ossining, N. Y.



An Aerial View of the Custom House and Port at Brisbane

Australia's Chin Is Up

[Continued from page 26]

closed their doors and presently reopened under court-sanctioned schemes of reconstruction. A number of building and loan associations acted similarly, and a very sobered people learned a sharp lesson.

Within a very few years, fortunately, the gold from Coolgardie and Kalgoorlie completely scattered the gloom. An immense boon emerged from this experience. The great trading banks were taught a lesson they have never forgotten. They reorganized on a basis of stability which has not only kept them sound, but has contributed not a little to steadying the community they serve. Since that date not a single major bank has failed, and only one has temporarily closed its doors. That was the State Savings Bank of New South Wales, in April 1931, needlessly forced into closure for a few months, owing to the alarms and discouragements caused by the reckless political policy of their premier, Mr. John Lang. It is now merged with the Commonwealth Bank.

SCARCELY had the generation caught in the panic of 1893 given place to younger optimists, when extravagant over-spending was resumed. Individual states, urged by motives which were as often political expediency as real need, went on the London market and borrowed money for public works, often doubtfully remunerative. Railways were ever a ready absorbent. Land settlement continually cried for more and more money. Losses in these two directions account in large degree for recent deficits in the budgets of almost every state.

The most facile foreign criticism of Australia is based on her so-called social-

ism, and public ownership of railways is adduced as the outstanding instance of socialism in action. As a matter of fact, there is no Marxian socialism in operation in Australia today. Furthermore, public ownership of railways, of water supply, and the like, was determined upon as a matter of state policy long before the first representative of political Labor ever gained a seat in Parliament.

Many Labor governments have ruled, both in the federal and state spheres, since that day, and at times with large majorities; but while the socialization of the means of production, distribution, and exchange is in their programs, no measure to that end has gone into the statute books. Such governments usually have proved socialistic only in official opposition. On attaining office they commonly come under the influence of permanent officials, a process which, almost imperceptibly, turns radicals into conservatives. Their socialism has appeared mainly in this—that they have found it easier to superintend the distribution of produced wealth than to attempt to interfere with its production.

Critics of government ownership of railways in Australia apparently have some material upon which to found their diatribes. Differing railway gauges have added greatly to the expenses of rail transit across state boundaries; and these gauges are easily criticized adversely. There is this intimation, that when, many years ago, each capital began to push out tiny lines—no one thought of the next capital, hundreds of miles away, or of meeting systems at state boundaries many years later. It has to be admitted that many of these railways have been extravagantly built and maintained, while scant provision has been made for sinking funds to reduce the dead load of interest which has borne heavily on state revenues.

Nevertheless, making due allowance for all this, it should be pointed out that private capital was unavailable for development on such a large scale; and that no other plan was open to ambitious governments charged with development. Had they not built railroads, undoubtedly they would have been attacked for neglecting the opportunity. It seems to involve a damaging admission when one adds that the tremendous sum of \$1,650,000,000 has been spent on railroads in Australia, having a total mileage of 27,476 miles open, but here again it is necessary to remember that a very extensive continent had to be made available to occupation and production.

LAND settlement has been the other great source of loss of borrowed money in Australia. Governments, acting belatedly, bought back from private owners in the public market because suitable Crown lands were not available. Quite often indifferent land workers have been placed on over-valued areas; and these settlers have learned to regard the government that placed them there as a milch cow from which increasing benefits might be expected, and which would never be so harsh as to expect prompt settlement. Up to June 30, 1930, the states had expended just about \$450,000,000 on land settle-

The Provisional Federal Parliament House at Canberra





Photo: Australian National Travel Association

The Alexandra Gardens at Melbourne are noted for their picturesque landscaping.

ment, including soldier settlement as part of the national repatriation plan. In essence a productive undertaking calculated to repay all the money spent on it, actually an annual loss is registered, and much of the money can never be recovered.

THIS brings me to a short consideration of the position of Australia as affected by the World War. It is not too much to say that, but for the war, not even the extravagance of Australian states would have seriously impeded Australia's onward march. It was one of the wealthiest countries in the world, per head of population. Its debt, great as it was, was not such as to cause undue anxiety. With the war, however, came entirely unforeseen obligations. From the very first day Australia threw herself wholeheartedly into the struggle. With a generosity exceeding that of other nations, it paid its privates six shillings a day, and promised large post-war benefits, which it carried out. The war debt today stands at the huge total of \$1,400,000,000 and with other debts, state and Commonwealth, amounts to four billion dollars, making each man, woman and child in the Commonwealth responsible for \$850.

Now we have cleared the ground for consideration and understanding of what problems confronted Australia when world prices for her staple commodities of export broke in 1929.

The post-war years took heavy toll of Australia. Just as she had not counted the cost of war, so she failed adequately to realize the cost of peace. Money was easily obtained from Great Britain to initiate public works, many of these linked with soldier land settlement and repatriation.

The inflated war prices for commodi-

ties of all kinds had raised unduly the price of land. Governments bought for their soldiers in a market which took no account of price averages. Wheat land changed hands privately at prices which only a continuation of the highest war rates would have justified. Similarly with sheep and sugar lands, the latter maintained at abnormal rates by a government embargo on foreign sugar.

In these years the states borrowed what and where they would. The only limit seemed to be the availability of money. Its cost, ever mounting, seemed not to matter. In many states, Labor was in the saddle, but the impartial observer cannot state conscientiously that Labor until comparatively recently was more extravagant than its Conservative opponents. There was no distinction between politicians and the public, and it is doubtful if the latter would have tolerated a restrictive policy. In the five years from 1926 to 1930, New South Wales borrowed the huge sum of \$235,710,000, increasing its debt per capita by more than \$60. Victoria's debt increased by about \$25 in the same period.

IT WAS this unrestricted borrowing, often on competing terms in the London market, which led to the creation, during 1923-24, of the Australian Loan Council. This statutory body consisted of the premiers and treasurers of the various states and the Commonwealth. It met periodically, considered the requirements of the situation, and thereupon the states issued their loans in consonance with the decisions of the Council and not without its consent. In 1925 it was decided that the Commonwealth should be the sole borrowing authority, partly to abolish needless competition, and partly because

the Commonwealth, under certain financial re-arrangements, had become guarantor of state debts.

During the apparently prosperous years that followed the war, a wholly illusory effect of Elysium was created. Commodities were high and Australia was happy. The more thoughtful regarded matters with serious eyes. Australia was "riding on the sheep's back," and any failure of the wool clip or its price would bring the Australian house of cards a-tumbling. Successive prime ministers and premiers, driven by political exigencies, failed to curb expenditure. The costs of government mounted yearly, as the public services and social ameliorations increased. And then the bubble burst—with borrowings shut off—and a tremendous drop in the national income owing to the heavy fall in prices of primary products—wool, wheat, butter, meat, and all the rest. Australia found herself committed to carrying on huge works, hardly begun, with the loan markets of the world hopelessly closed against her, and her national income reduced from \$3,200,000,000 to \$2,200,000,000. For ten years previous, the states and the Commonwealth between them had borrowed each year \$108,000,000.

THE sudden cessation of this annual stimulant had a most discouraging effect. A doctor was called in by the panic-stricken federal prime minister. Sir Otto Niemeyer, a representative of the Bank of England, visited Australia, examined the patient, and refused to adopt a bedside manner satisfactory to men who were ready to accept any remedy so long as it did not taste nasty. He prescribed very capably and plainly; but a vacillating prime minister failed to act. For a whole year nothing was done. Sir Otto had indicated that balanced budgets and a ten per cent costings cut would be necessary. Supine governments delayed until much more drastic measures were called for.

Rejecting the doctor's advice, political quacks proposed their own nostrums. One of the most dramatic periods in the history of the Commonwealth ensued. The prime minister was Mr. Scullin, no doubt sincere and well-meaning, but timid in temperament and without real capacity. His lack of broad education and outlook was a woeful hindrance to the solution of the most critical problems Australia had ever faced. His treasurer was a remarkable man, Edward G. Theodore, sometime premier of Queensland in the Labor interest, a restless, ambitious, clever spirit whose demagoguery was concealed under a quiet, almost dignified bearing.

A charge of malfeasance in office during his state premiership led to his resignation pending civil procedure. In his place as federal treasurer there came Mr. Joseph Lyons, once Labor premier of Tasmania, an honest man of undoubted patriotism, whose adherence to Labor doctrines was second only to his love of his country.

Mr. Scullin went to England, to the Imperial Conference, pledged to safe finance; but the drastic Niemeyer's suggestions were not to the taste of several members of his unenlightened cabinet. Mr. Theodore's particular nostrum was a fiduciary issue of notes to the extent of \$90,000,000. He admitted that inflation would follow, but excused it on the plea that it would be "controlled," and would (in some unexplained way) stop when the 1928 level of prices was reattained.

THERE sprang into the breach two champions of the right. One was the chairman of the Commonwealth Bank, Sir Robert Gibson, a high-minded business man of conspicuous ability; the other was the treasurer, Mr. Lyons. Mr. Scullin returned, and, to the horror of all responsible people, he not only disloyally dropped Mr. Lyons, but also embraced the ideas of his ex-treasurer, Mr. Theodore. Another Labor leader, Mr. J. T. Lang, premier of New South Wales, recklessly announced that, whatever the Commonwealth did, he would compulsorily reduce the interest on New South Wales loans to 3 per cent internally, and externally would not pay any interest to the Mother Country until she granted to New South Wales the same terms she had obtained from America in 1923. It may be added that in the case of this state the external debts had been contracted for peace purposes, for development; the war proportion being negligible.

Sir Robert Gibson, summoned to meet the cabinet at Canberra to receive his orders to authorize the fiat money, took a strong line. He faced the uneasy politicians, and in good set terms stated "Not one penny, gentlemen."

Meantime a tiny light was flickering in the darkness. All over Australia, thoughtful men and women were horrified at the suggestions of their legislators. Almost simultaneously in New South Wales and Victoria, leagues sprang up, non-political in their aims, but pledged to fight for right conduct. It was a portent politicians could not fail to read; even the reckless Mr. Theodore read the writing on the wall. The movement began which was to save Australia and to oust the

federal Labor government, but not before that government had taken the first faltering steps along the hard road they had so long shirked.

It is to their credit that finally they at any rate initiated the move towards the greatest financial transaction, proportionate to numbers, the world has yet seen. Previously they had taken steps to prohibit every unnecessary import, to the end that the adverse balance of trade should be turned into a London credit. The trading banks loyally came to the help of the country, mobilizing all their London resources and placing these at the disposal of the government. At long last the tide had turned. The long row was still hard, but a beginning had been made; too late, however, to save the Labor government. A new great political party, the United Australia Party, which chose the courageous Mr. Lyons as its

abiding glory of Australia, the proposal was indorsed, and a governmental saving of over \$32,000,000 a year was affected.

But it was not only bondholders who were asked to make a sacrifice. The salient points of the "Plan" were as follows: (a) Budgets to be balanced but progressively, not aggressively. This was fundamental. (b) A reduction of 20 per cent in all "adjustable" government expenditure as compared with the previous year; including all wages, salaries, emoluments and pensions paid by all governments, whether fixed by statute or otherwise. (c) Conversion of internal debts on the basis of a reduction of 22½ per cent interest. (d) Additional taxation. (e) Reduction of bank and savings bank rates on deposits and advances. (f) Relief in respect of private mortgages.

The plan came too late to save the ministry. In the federal elections Mr.

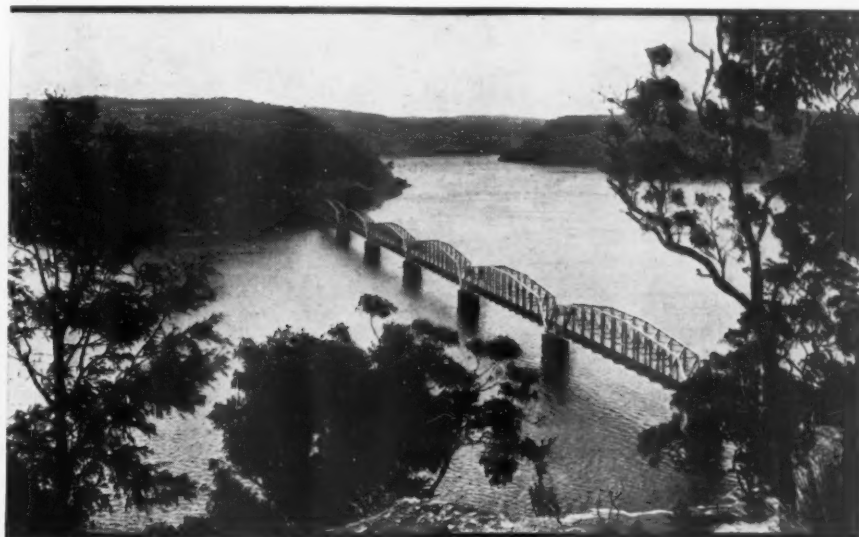


Photo: Australian Development and Migration Commission.

A magnificent view of the Hawkesbury River, New South Wales.

leader, had come into being. Politically it sealed Mr. Scullin's doom.

A historic meeting took place in Melbourne in May 1931, while Mr. Scullin yet ruled. A great soberness had come over both himself and Mr. Theodore. The country had given curt indications of its temper, and the elections were not far off. A premiers' conference was held, and suggestions were made which almost seemed fantastic in their optimism. It was determined frankly to place the serious position before the people, and to ask bondholders voluntarily to release the government from its contracts to pay the high rates of interest prevailing, and to accept a 22½ per cent reduction. The amount involved was enormous for the handful of Australians concerned. A sum of \$2,700,000,000 was to be converted to rates with a 4 per cent maximum. To the

Scullin's ministry were turned out of office by a landslide. In New South Wales, Mr. Lang and his colleagues soon followed them, dismissed by the state governor in a novel exercise of his prerogative. Mr. Lyons, at the head of a strong Federal Party, committed to the paths of honor and economy, came into power, supported by the erstwhile Nationalist Party and the Country Party in lesser measure; while in New South Wales the new naturalist premier, Mr. Stevens, is a man of probity and quite unusual capacity.

NOW it is time to take a short survey of what has been accomplished, and what is projected. First of all, every government in Australia is definitely pledged to the Premiers' Plan, with its principles of economy and balancing the budgets. In

this respect, deficits for 1931-32, estimated at \$200,000,000, have been cut down by half, and of the \$100,000,000 figure at which they now stand, New South Wales is responsible (thanks to Mr. Lang's extravagances) for no less than \$67,000,000. For 1932-33, the estimated deficits were reduced for all states and Commonwealth to \$45,000,000, of which the New South Wales proportion is about \$22,000,000. The latest figures available (February 1933) show taxation reduced

bourne, a city of just over a million, men and women are going back to business and industry in increasing numbers. The dole in Victoria is being replaced by intelligent government relief given in return for labor on productive works; while in New South Wales Mr. Stevens, the premier, is also taking steps in this direction.

Industrial unrest, so common in Australia where the working man is apt to regard the government as a special com-



Looking down upon a portion of the business section of Melbourne, typical of the remarkable development in Australia during the last century.

by \$8,000,000 and a federal surplus of over \$13,000,000.

The conversion loan has been successful, and \$2,780,000,000 of Australian internal bonds have been converted at interest savings of \$32,000,000 a year. Bank and private interest rates have been substantially reduced, and are to be reduced still lower, while distressed debtors have been protected with moratorium legislation. The overswollen federal tariff is in course of downward revision, though somewhat slowly. Costs of production have been reduced, and the cost of living correspondingly.

THE trade balance, which in 1929-30, in merchandise only, stood at \$165,000,000 against us, is now \$155,000,000 in our favor. Here, however, it should be explained that heavy customs duties, embargoes, and a 25 per cent exchange rate have seriously crippled many of the import trades and have added to unemployment.

Unemployment is decreasing as fresh stimulus is given to business. In Mel-

bourne, a city of just over a million, men and women are going back to business and industry in increasing numbers. The dole in Victoria is being replaced by intelligent government relief given in return for labor on productive works; while in New South Wales Mr. Stevens, the premier, is also taking steps in this direction.

The improvement in Australia's outlook has been possible only by tremendous sacrifice. The hardships thus courageously borne have averted a general catastrophe. The plan, accepted in so Spartan a manner, has created confidence at home, and has induced an admiration abroad, which have combined to accelerate our progress from what seemed at one time, an economic morass from which we might have found it difficult to emerge.

As an example of what renewed confidence can accomplish, let me quote a few figures which speak for themselves.

Commonwealth 5 per cent securities in London fell from a par of \$500 to \$273 on September 28, 1931. In New York

they fell much lower. Two months later they were at a premium in London, though producing lower interest, and in New York they had doubled their September price. Despite the conversion, the capital values of our securities have been preserved. Figures just to hand show that a \$60,000,000 New South Wales loan has been converted recently from 5¼ per cent to 3½ per cent and in half an hour twelve times the required amount was offered to a state which two years earlier, but for Commonwealth intervention, would have been in default under Mr. Lang.

Similarly with our industrials. Examination of a list of sixteen representative stocks of companies with a paid-up capital of about \$150,000,000 shows that, whereas on June 30 of last year the market value of these shares was \$195,000,000, in August the value had jumped nearly \$26,000,000.

TODAY the future seems distinctly brighter. Many dark paths remain to be traversed before we leave the shadows of the wood, but our wheat harvest, our wool clip, our fruit crop all promise well, with sales better assured for our meat and other products owing to the arrangements of the Ottawa Conference. If only primary product prices all around would rise materially; but that is a world problem!

Further, our gold production, always stimulated in bad times, bids fair this year to outstrip the average production of the years 1928, 1929, 1930 by 250,000 ounces at the enhanced price of \$32.50 an ounce.

Necessarily, any account of the effects of the depression, and the means taken in Australia to deal with them, must be meager and cramped. Enough has been adduced, however, to show what a great part has been played by intangibles—honor and courage, which, added together, give us that desirable result—confidence.

The figures I have quoted are official, and if anything further be needed to prove that young Australia has her chin up, her head resolutely and proudly lifted to the future, it can be found in the inspiring budget speech delivered by the man who risked his political future, who sacrificed private friendships and political alliances, who placed national patriotism, above party allegiance—Joseph Lyons, prime minister of the Commonwealth of Australia.

My Home Town, Atchison

[Continued from page 23]

commission-manager form being adopted. Three business men were elected commissioners, and a manager appointed. The manager selected the heads of all departments, and the heads of departments selected their assistants.

At this time various city funds were overdrawn; there were outstanding warrants, and the financial condition of the city as bad as it now is in some thousands of other American communities.

As soon as the new administration took over city affairs, expenses were cut, unnecessary employees discharged, and plans formulated for reducing bonded indebtedness.

During the twelve years since the commission-manager form was adopted, one commissioner has been elected four times. Although it has been said business men will not consent to accept office, and that citizens will not support them, this did not turn out to be true in Atchison. Another commissioner died after serving five years, and one resigned after serving ten years. The two appointed to fill the vacancies are still serving. All have continuously been really excellent men.

The new plan was successful from the start: in twelve years the bonded indebtedness has been reduced 70 per cent, and the tax rate one-third. Stating it in another way, the present commissioners inherited an old bonded indebtedness of \$1,260,000, and paid it all off except \$180,000; and while this fine record was being made, the tax levy decreased 35 per cent.

During the twelve years, damage suits aggregating \$50,000 have been filed against the city. The city attorney won them all, resorting to compromise in only one case, and in that the cost was only \$500. A weak spot in every politically managed city is that a young lawyer is usually elected city attorney, and, in its damage suits, contends with the worst old wolves in the business.

There has been no police row; one chief has served the entire term of the commission, and he is an exceptionally good one. The same is true in the fire department; its record has been so good as to result in substantially lower fire insurance rates.

The city commissioners do not devote unreasonable time to the work; an average of two hours a week, they estimate. The actual work is looked after by the paid city manager, although the commissioner selected to act as chairman at

commission meetings, is called mayor. This office attracts a little extra annoyance, naturally. Two of the commissioners lately met, and the mayor tendered his resignation. The job was voted to the absent member, who didn't want it, but he is doing well with it now.

During the twelve years the general physical condition of the city has improved; streets kept clean and in good condition, etc. Parks were so much improved that for years one of them has attracted great numbers of out-of-town visitors, thousands from Kansas City.

For ten years the city has been on a cash basis, with no outstanding warrants. Bonds and interest are paid promptly at maturity. New bonds issued for paving and sewers are ten year serial, bearing four per cent interest, and are sold by the city treasurer to citizens of Atchison, in any amount from \$300 up. Applications for the next issue are always on file. No commission is paid. Temporary surplus funds are invested in Atchison City or United States government bonds, which are sold as funds are needed. The depression has not forced the city off the cash payment plan. The unemployment situation has been taken care of in about the usual way, by building a storm sewer and other useful improvements.

IN AUGUST each year, the budget for the following year is published before its final adoption, and citizens invited to appear before the commission to offer criticism or objection, should they wish.

"In the twelve years I have been on the commission," one of the best members told me, "not one citizen has appeared." All receipts and expenditures are published in detail in a local paper with seventy-eight carriers, nine of them girls; nearly every grown man in town got his start packing papers, including one recent mayor.

The man who lives within his income always has money and credit, and the same rule applies to a city. The yearly salary paid each commissioner is \$75. This salary is not attractive to politicians, therefore the position appeals only to those willing to do something economical and sensible for the community in which they live. Such success as the Atchison commission form of government has had is largely due to taking city management out of politics, the first curse of the American citizen.

As I am an old man and a good deal of a grumbler at best, I sometimes become so discouraged with the American Spirit as to think we shall finally be compelled to resort to the vigilance committee form of government, as citizens of San Francisco did with good results, long ago, followed by citizens of Italy more recently.

If my fellow Rotarians decide the vigilance committee plan too rough, I reverently ask in the name of common sense:

Why not seriously consider the more orderly plan adopted in Atchison?

It has actually worked twelve continuous years. Why not a commission form of government not only in other towns, but in counties, states? Why not at Washington? I venture to say the present commissioners of Atchison, plain citizens of a country town, can take charge of the general government, and, within twelve years, come nearer saving it than Congress has approached since 1921.

A record of reducing bonded indebtedness 70 per cent, and taxation 35 per cent, through twelve successive years, is hope enough to satisfy any American, and restore his lost courage and confidence. And this record has been accomplished without repudiation, and while increasing in all the graces of the American higher standards of living. The creditable record was not interrupted, let the reader remember, through three years of the hardest times ever known.

The wife of one of the best of the commissioners told me lately that her husband's duties as mayor made no noticeable difference in the family routine, except that every Monday evening her husband was an hour late for dinner. And he is a hard worker; from traveling-man, he advanced to the presidency of the largest wholesale concern in town. Two of the other commissioners have been busy wholesale merchants; another a hard-working lumberman.

I ask special consideration of a compliment I wish to pay the general good sense of Atchison people: One commissioner has been elected four times, and has two more years to serve. He is also a busy and good man.

Give the American people a reasonably good government, and they will be better satisfied than they are now. I myself take up much time of others with my indignations, but I have not in twelve years abused the three city commissioners of Atchison, Kansas. On the contrary, I have cheered them many times, and said rulers might do equally well elsewhere.

A New Deal for the World's Workers

[Continued from page 36]

and a permanent bureau or secretariat under a single director subject to the directions of the Governing Body and the policies of the annual Conference. To this degree, it is like any other legislative and administrative set-up.

The unique feature of the organization is in the composition of the annual Conference. Here international precedent was upset and a new principle of political organization was agreed to. While governments are members of the organization, and while each has its two representatives in the annual Conference, private non-national representatives accompany the official delegates. These are the representatives respectively of the predominant organizations of employers and workers in the different countries, nominated by these two groups and appointed by the governments which are members of the organization.

In other words, the International Labor Conference grafts a system of group or functional representation upon that of the more familiar district and territorial systems of representation. The annual Conference, therefore, is a tri-partite body of member delegates from each of the fifty-eight member nations. One-half of the delegates are, then, government spokesmen, one-fourth spokesmen of employers, and one-fourth of the labor groups.

UNIQUE in its composition, the International Labor Conference is even more so with respect to its operations. Contrary to all international practices and precedents, each member of this international body votes as an individual and not as part of a country's delegation. It does not follow the rule of one country one vote, but that of each man his own vote. Obviously, the balance of power is with the governmental delegates who control one-half the votes, particularly so, as all measures, other than those involving more procedure, just carry a two-thirds majority for approval.

Each group within the Conference has control of its own procedure, its own caucusing, and getting together on measures. This guarantees untrammelled expression of group feeling and opinion.

There is the usual committee set-up—committees on procedure and policy and subject matter before each Conference. These committees are made up of members of the Conference selected in equal proportion from the different constituent groups—government, employer, and worker—and not as in the Conference in proportion two—one—one.

There is one special aspect of these Conference committees that needs particular mention. It is entirely possible, within the committee structure of the Conference, to put on these committees some experts who are not official and authorized delegates to the particular session of the Conference. There is no parallel for committees made up in this way under any ordinary political set-up. It is as if the committees of the United States' Senate and the House of Representatives were constituted not only of senators and representatives but of outside persons who might be invited to become members of the committee with full power of interrogating witnesses, making proposals, arguing points, framing reports, and so forth, but having no power actually to vote on a given statement or report.

THE concrete acts of the Conference take the form of draft conventions or proposed labor treaties, recommendations or suggestions for social action, or resolutions involving various policies that go to make up the body of social welfare action in the different countries that are members of the organization. These differ in no wise from other international treaties. The only obligation that rests upon any country is to call the treaty or recommendation to the attention of the properly competent department of its government for such action as that department may think fit.

No treaty of the International Labor Organization is the law of any land until it has been ratified in the customary way. But this should be added: Once a country ratifies, it promises to make annual report of its stewardship. It can be interrogated by the Conference as to how it has followed up its promise, and if any country feels, let us say, that the lapse of duty has been flagrant, it can invoke a whole system of commission inquiry leading to the World Court.

The second person of the International Labor Organization trinity is the Governing Body. In its make-up, it follows the tri-partite composition of the Conference. The Governing Body consists of twenty-four members, eight of whom are permanent members chosen from the eight states of chief industrial importance, namely, Great Britain, France, Germany, Italy, Belgium, Japan, Switzerland, and Spain, and four from other states, chosen every three years. This makes twelve government representatives. The other twelve members are

chosen, six each from the employers and workers group, respectively. In other words, there are always at least twelve different countries represented and, according to how the workers and employers groups choose members from different countries, the number of countries represented will be increased.

THE third body of the trinity is the International Labor Office. This is a permanent secretariat or bureau of the Conference. It is the central administrative machinery of the organization. The director is appointed by the Governing Body for a term of years. The staff is not appointed as representative of any given country, but purely for its technical competence. Most of the positions are subject to civil-service examination. As far as their work is concerned, their loyalty is to the international organization and not to the home country. In numbers there are about 400 men and women, all having equality of status as to pay, pensions, and conditions of employment. Over thirty nationalities are represented by this permanent body of technicians, and no difficulties have been experienced in their working together with the same degree of solidarity and comprehension of their problems as may be found in any governmental bureau anywhere.

A word about the budget and the financial control of the organization. Appropriations come from the League of Nations Assembly, whose funds are raised *pro rata* from the member states. Thus far the appropriations committee of the Assembly and the Assembly itself have accepted the budget of the International Labor Organization as prepared by its director and Governing Body. In actual dollars and cents, the annual cost of the Labor Organization is now stabilized at about \$1,500,000 a year.

What, then, are the consequences of the International Labor Organization in world affairs?

One might first of all rehearse at great length the program of treaty-legislation sponsored by the organization—the thirty-two labor treaties that express the policies it advocates, such as the shorter work-day, sometimes called the eight-hour day movement, now the forty-hour week; the observance of a weekly rest period of at least twenty-four hours in each week; the abolition of child labor and the limitation of regulation of the employment of young persons; payment of equal remuneration for work of equal value; collective bar-

[Continued on page 58]



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Here Are the Rules

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2. Descriptive titles should accompany each picture, but judging will be on merits of the photograph alone.
3. Give name of camera or kodak used.
4. Enclose sufficient postage if your entries are to be returned.

CONTEST EDITOR, *The Rotarian*, 211 Wacker Drive, Chicago

[Continued from page 56]

gaining and freedom of association of all wage earners; workmen's compensation and other forms of social insurance; the program of abolition of forced labor. All these are important elements in the task of furthering the minimum idea in social progress.

It can be pointed out that the treaties are being increasingly ratified—there now being over 500 ratifications; that as a consequence of these ratifications Western Europe and Asia in part follow a roughly uniform practice in the prohibition of child labor; in health and safety in factory work; in protection of the rights of seamen, and agricultural workers; in social insurance; in public employment offices.

In all of its various fields, the International Labor Organization has made a substantial start. The office has used the world as a sort of sociological laboratory. Experimental data have been taken from each country to determine the best method of handling a given industrial situation.

To illustrate: The world-wide character of the economic depression is obvious. It

came like a creeping paralysis upon one nation after another. The interesting thing is that each country has been trying to meet the depression on different grounds, giving weight perhaps to purely local or national circumstances. One country says it is due to a falling off of export trade; another explains it as due to a lack of capital; another to a poor harvest, and so on.

Through research and discussion of findings, through debate and conference, the International Labor Organization has built up an international code of fair competition which has made a universal appeal. Additional countries have entered into its compact since the first thirty-two started off in 1920. Some are still feeling their way in. Turkey and Egypt have sent advisers to the last three or more annual conferences. The United States essayed to have an official visitor there in 1931, but recalled its official who only came to the International Labor Office as an inquiring visitor after the conference was over. A peculiar hitch occurred and the Department of Labor representative was recalled by the State Department.

For during the last year or two social legislation in the United States has taken on a color more closely resembling that of every other great industrial country. We have seen in Congress the introduction of bills on old-age pensions, minimum wages, hours of labor, employment offices, and unemployment insurance. And now under the National Recovery Act, the equivalent of such legislation, is being secured through a system of industrial codes agreed upon between industry and its workers and government spokesmen, the same groups that constitute the International Labor Office machinery.

The tendency of the programs of social legislation is to gravitate to common principles and practices, the International Labor Office serving as the instrument for orienting those programs and shaping them to suit the exigencies of the economic life of the world. It is one of the commonplaces of today that as nationalism has increased, international coöperation has continued and international solutions have been found increasingly necessary to cure the excesses of that very nationalism.

Automobiles and Soybeans

[Continued from page 8]

know as yet. But we know more about it than we did five years ago. We have been experimenting each year with new ways in which to employ farm products profitably.

"Now about those soybeans. Not that I have any particular bias for these little legumes, although I do believe that they are the results of several thousands of years of experiment by wise men of Asia. I had just as soon talk about celery, or turnips, or watermelons, if experiments show them to have materials suitable for industrial use. It happens that just now soybeans open up the broadest vistas. And it is only as an example of what can be done, rather than as a model exemplifying what has been done, that we ever consent to discuss our experiments.

"When anyone thinks of soybeans, he is likely to think of Manchuria. That corner of the globe is the soybean center of the earth. Probably that is in large measure responsible for the prominence which it has lately attained. But the soybean has been rather generally grown over most of that portion of Asia which fronts on the Pacific and Indian Oceans. It is perhaps best known to Americans, if they know it at all, as the source of the soy sauce which is used in most chop suey restaurants.

"Asiatics use this bean in scores or hundreds of ways. It is bread, soup, milk, and cheese to them. They grind it up in mills, put it through presses, and thus obtain oil. The oil they use for cooking, for salad oil. They even hydrogenate it into a form of vegetable lard much as cotton seed oil is treated in other parts of the world. The cake, which is left after the oil has been removed, they grind and use as food for man and beast. Most of the soybean oil pressed in Europe is used in soap making, and as a drying oil in paints, the oil cake being shipped to Denmark and other dairy regions as feed for cattle.

"In our search for annual crops which could be raised in the United States and which might yield valuable industrial materials, we investigated a good many plants. Soybeans have been grown in this country for years, chiefly to be pressed into oil for soaps and paints, and oil cake for cattle feed. Many farmers raise them for dairy silage. But they have been unimportant as a source of industrial raw material and they have cut no really large figure in American agriculture.

"Our chemists began to study soybeans from many different angles. For one thing, they discovered that soybean oil is quite as effective for mixing with sand

to make foundry cores as is linseed oil. So far, we have used a good many thousand gallons in this way. The core-makers actually do not know which oil they are using. But at present market prices, this means a saving of a substantial percentage in core oil costs.

"Research on the meal left after extracting the oil suggested that it might be incorporated in what are known as molding compounds, the resinous materials which are molded and pressed into such small parts as the button you press when you sound the horn, the ball on top of the gear-shift lever, and so on. This residual meal proved excellent for the purpose. Today these parts are made from this material chemically changed into a homogeneous compound. There are other places in the product where molding compounds are used, and the bean meal resin has so far met all tests for these jobs. We are testing these out in actual service on company cars, and checking them periodically.

"The oil is the most valuable part of the soybean. In various varieties of soybeans grown under various conditions, the percentage of oil is usually between eighteen and twenty-two. But the standard method of extracting it hot under pressure leaves a great deal of the oil

in the oil cake. We adapted a method, which has been advanced elsewhere, and are extracting practically all the oil by a solvent."

The most startling development in the soybean saga at Ford's has to do with making a new body finish from the oil. The laboratories worked out a process for producing from the oil a synthetic resin which can be made into an enamel. Exhaustive tests prove this enamel superior to lacquer in every respect, from original gloss to its complete resistance to deterioration. It costs less by the gallon, uses less gallons to the job, saves tremendously on labor. To match its qualities the chemists are working on a better finish for fenders, using the soybean resin as a coating and soybean oil as a carrier of the pigment.

One entire class of cars was last winter scheduled to carry this finish. The only reason why Ford did not shift over on his entire line was that he had not as yet enough oil-crushing capacity to do it.

"LAST summer," says Mr. Ford, "we had almost ten thousand acres of land under cultivation, most of it in soybeans. The yield is approximately fifteen bushels to the acre. Last year's planting is equivalent to about seven million pounds of soybean oil. About fifteen pounds of oil are needed for finishing one of our cars. Think what this means in a new outlet for farm products when the new enamel becomes standard for the industry, as it probably will!

"Soybeans have some very important advantages over many types of crops. For one thing, they improve the soil by adding nitrogen to it. Another big advantage to the farmer is that soybeans do not need to be harvested when other crops press him. The vines stand up straight and stiff—except on some types of heavy soil. Their leaves fall off at frost, the pods remain. The crop may be harvested any time during the winter, which means that the farmer can profitably employ his time during the months when work is lightest. Some of our crop was harvested in sub-zero weather last December. Soybeans take little cultivation—just enough to give the plants a start up to six inches tall, thereafter only enough to control the weeds. On our farms we cultivate with tractors, with rows twenty-eight inches apart. The plants usually grow about four or four and one-half feet high.

"Another advantage to the farmer, on which we are working, is closely tied up with my firm belief that the best possible arrangement for any man in our civilization is to have one foot on the soil, the

other for industry. Our extracting plant, for separating the oil from the meal, is purposely neither large nor expensive, so that it might very well serve the needs of several farmers in any community. Thus the men who raise the crop can give it its first processing, and sell to industry the oil and any meal residue, feeding the rest to their cattle. This industrial employment, in the light season for farm work, will permit the farmer to keep himself profitably employed the year around and bring him an additional cash income.

"I have chosen to talk about soybeans because they are the crop with which we have so far attained the greatest success in our experiments. We are, in fact, running a small agricultural experiment station for determining the best varieties and the most profitable culture and fertilization. We are investigating many other crops for their industrial possibilities. We have worked on sunflowers and find that they have many promising qualities, some of which soybeans yield more economically. Our laboratories have quantities of such experimental materials as oils made from cantaloupe seeds and watermelon seeds, pulp from sugar beets. Grain straws, and corn stalks, and sugar cane pulp have yielded experimentally a felted material on the general order of paper sufficiently strong for several uses in an automobile body. This material is pressed, coated, and formed so that it fits exactly in place. It is weather-proof, mold-proof, even proof against tropical ants, the termites.

"We do not yet know how large a share of a modern automobile can be grown annually on the farm instead of exhausting the mines and the forests. Every week discloses some new opportunities along this line, until we are sure only of one conclusion: No matter what we may guess as to the proportion of an automobile that can be raised on the farms, our guess will fall far short of the eventual result.

"Anything that can be grown for industry's raw materials will bring new revenue to agriculture, will help to raise prices of the old-line, conventional crops. It will thus add doubly to the purchasing power of the farmers, and so will directly increase industrial activity and employment.

"As I said many paragraphs earlier, I have no ready-made panacea for the world's economic ills. But I think that this project of helping the farmers and the industrial workers to help each other is about as good a starting point as any I could suggest."

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My Free Recipe for Getting Rich

[Continued from page 13]

fat bundle of these things and left them to you in his will? Would you, in 1933 A.D. (Altogether Disabled), be living on hickory nuts and well water?

I confess that this great idea of mine came to me late. I too have failed and come short. As I look back on my own past life, I can see now where I overlooked hundreds of the most succulent bets. I should have said to myself in my yesteryears as I'm saying to myself today:

"Save something. Save anything that's commonplace, yea, almost worthless, just so it marks a transitory epoch of this dizzy world, just so it's plentiful enough and prosaic enough and cheap enough to typify a passing era. Remember that in the estimation of those who guide and direct the shifting trends of decoration and art and architecture and handicraft, yesterday's treasure, yesterday's utility, yesterday's scrap of furnishing or adornment, may be today's discarded monstrosity—and probably is—but just as surely and inevitably as fate, it will become tomorrow's dearest heirloom and bring a king's ransom at an auction-room. Remember that, trivial and ordinary though it seems when in vogue, and worthless and homely though it appeared when first its vogue had passed, nevertheless the rarer it becomes, the higher its souvenir value, and if ever it becomes practically obsolete and therefore unattainable, there'll be some billionaire who'd hock his shirt and his soul to get possession of even a damaged specimen of it."

In those days of my frittered youth I passed a many and a many golden chance

by. I realize that now when it's too late to do anything about those lost opportunities of yore.

I wish I'd saved those old-fashioned cigarette pictures. I did collect them, as every other normal boy did, but when the crave abated, threw them away—those little photographic likenesses of bygone stage favorites and ancient sporting notables. But had I kept mine—well, you'd be surprised to hear what some of them are worth now.

I wish I'd saved mustache cups or back numbers of dime novels or old models of sperm-oil lamps or side-show banners or circus posters or examples of the pyrogravure art—when the fad of the hour was all for large yellow rawhides with Stags at Bay and Hiawathas burnt in on them with a hot iron.

I WISH I'd saved mustache cups or back pins and wooden scoop shovels decorated in oil colors with sprays of forget-me-nots.

I wish I'd saved old-fashioned iron bootjacks and brass cuspidors—articles without which, once upon a time, no boudoir or parlor was regarded as being properly furnished.

I wish I'd saved a few base-burner stoves with isinglass windows in them or steamboat bills-of-fare or "prize boxes" or brass-toed boots with red tops.

I wish I'd saved some illustrated calendars or some almanacs or "comic" valentines or minstrel "show-bills."

I wish I'd saved some of those "beegum" high hats of the mid-Victorian era or a characteristic assortment of the flat-

topped derbies which did so much to make the Chester A. Arthur period of American life beautiful and romantic.

I wish I'd saved, say, half a dozen assorted bustles and a few corsets of the generation which is behind us.

I wish I'd saved a couple of cigar-store Indians. Just the other day I was reading where a restored, early vintage, cigar-store Indian in only a fair state of repair, was purchased by a private collector at a great bargain. Why, he only paid about twice as much for it as Powers' statue of a "Greek Slave" brought back yonder at the time when cigar-store Indians cluttered every sidewalk.

I wish I'd saved authentic bar-rails and tin brewery signs and whiskey advertisements on pressed metal and some of these semi-nude portraits without which no family liquor store was complete.

I wish I'd saved buggy whips. Think what Henry Ford would pay today for a reasonably complete collection of buggy whips!

Doggone it, I wish I'd saved almost anything I can think of, of the decades 1880 to 1910 inclusive!

So to my readers I would say: Go thou and do likewise. Save something which is of small consequence in the scheme of life as now constituted—you scarcely can go wrong—and put it away and for the nonce forget about it, and even though you may not live long enough to translate it into terms of fat dividends, nevertheless and eventually will thy children or thy children's children rise up and call thee blessed for having had so much sense.

School Days in Europe

[Continued from page 32]

health and general well-being. I have before me two beautiful booklets prepared by such groups—twelve girls and fifteen boys who made the journey to Southampton in 1929 and twenty-three girls and twenty-five boys who composed a group journeying to Weymouth in 1932. Discipline? We are assured by the "head" that discipline prevails—that when he took over the school some twenty-five years ago the rattan was used at least fifty times per week while now the average is about fifteen.

One may well ask what becomes of the "cream" of this "skimmed-milk" school. The answer is easy. It goes to the central schools maintained by the London County Council and in which much

pride is taken. This type of school had its beginning about 1911 and resembles to some degree the junior high schools of America.

Let us step into one of these institutions of 400 pupils—ten to sixteen years of age—and note its characteristics. There is no skimmed milk there and pupils and teachers know it. Not that they are supercilious for they are not in any sense of the term, but they do reflect a confidence born of selection. They are modest, industrious, and competent. Pupils in this school have had it brought home to them that it is a privilege to be invited to attend. The headmasters and teachers have sought them out as showing promise, and through the powers of the Lon-

don County Council have extended to them the *privilege*—not necessarily the *right*—to attend this school.

The proportion of men teaching in the central and elementary schools impresses the American visitor. Nor are they mollycoddles or sissies. Come with me to a geography class. What a rugged fellow the teacher is! How those young boys and girls are responding to his personality as well as his technical skill as a teacher. He is a well-trained teacher, kindly and sympathetic, but he is also Captain M. with a record of distinguished service in the World War. He is not only competent in handling the atlas, wall maps, and books, but he has travelled widely in America, Asia, and, of course, Europe. He told me

with just pride that he had been invited to appear before the Lord Mayor of London and the city fathers the following week to tell them something of his travels.

This interested me. I have visited schools in at least three-fourths of the states in the United States during the last twenty-five years, but I cannot recall a single instance to parallel this. I believe I could find an American geography teacher who could measure up to such a challenge, but to find a mayor and council who would invite an elementary school teacher to come before them for an evening of enlightenment might be a bit difficult.

WHILE we are considering geography—not merely the study of maps but the countless industries, human relationships, and interests which are a part of it—let me note another characteristic of these schools. In English schools we see, again and again, government charts bearing such captions as "British Empire Products—Food Stuffs from British Dominions." These do not come from private industrial or commercial firms. There is no private propaganda about them. They are provided by the government and reveal in graphic form the greatness of the British Empire. Subtly but surely those children are becoming identified with the far reaches of British industrial, commercial, and political life. It is unifying and helpful, identifying each pupil, to some degree, with his "king and country."

The continent calls and we look in upon a village school in Prussia. I shall long remember the clock over the front door of this attractive new building. There it is—not merely a time-measuring machine with nothing to commend it but its efficiency—but artistically placed between two quaint gnomes who turned and struck the great bell on the quarter, half, and full hours. It belongs to childish fancy and had been placed there where child life was brightened by it.

This was a happy school of over 200 pupils—10 to 14 years of age. Situated at the edge of the village, there were spacious playgrounds, gardens filled with vegetables and flowers—all from the efforts of the pupils—and nearby the pride of the whole school, an animal house, built by the pupils. It had been carefully planned and screened areas gave ample room for the animals to exercise. The animal enrollment of that school included chickens, ducks, geese, rabbits, parakeets, squirrels, a crow and an owl. The pressure of a button and a loud speaker poured forth the rhythm of a popular German tune to which 200 happy chil-

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dren might take their exercises on the playground.

Inside were nature study rooms well-equipped and supplied with numerous specimens collected by pupils and teachers. I observed a health lesson in which projection equipment was used and in which all the preparations and activities—darkening the windows, getting out the machine, handling the slides, etc.—were carried on by the pupils. The teacher was responsible only for leading the discussion.

Now for a glimpse within a great *Realgymnasium* in Berlin—an institution somewhat comparable to high schools and junior colleges in my own country. We shall consider but one phase of the work, although there are some 2,000 other students busily at work along traditional lines. We are taken to classes for young men and young women who, though bright and competent, have been forced to drop out of school. They have been at work and some of them are twenty-five years of age, but the school has been opened to them and how they are working! They have seen the light and, what is more, those who have gone before them into the university, although not having all the traditional entrance credits, have made excellent records. In short, the great German spirit of determination—a will to achieve—has been put to work through the medium of these special courses in a great German institution.

SUPPOSE we stop at the Ministry of Education where much is explained to us but we shall note only two points. First that local communities have no responsibility for teachers' salaries. They can neither increase them nor decrease them. In the second place, every German teacher will be retired on a pension. This has been so for nearly eighty years. There have been the ebb and flow of the tides of revolution and great political upheavals, but the German teacher is sustained and secure in his high profession.

Vienna is famous for many things not the least of which is its hospitality. We were welcomed into the schools. The most dominant note in the teaching that I observed happened to deal with alcohol. Here were "beer lessons" to be observed.

The moral issues often associated with lessons pertaining to the use of alcoholic drinks were largely ignored, but the economic aspects were beautifully brought out. Children in the third grade were making comparisons. If one-half a litre of beer costs 56 groschen, for the same amount one can buy one liter of best milk, or four eggs, one bar of chocolate,



Physical training is an important part in the curriculum of the Warwick County Council School at Stratford-on-Avon, England.

etc. They were studying these facts and discussing them without undue emotion. They were thoughtful, well-poised, and temperate in their procedures.

Italy has been intriguing to the visitor on many scores, but rarely has he looked into the schools. These were school days, however, and we visited the education office in Florence. Never have I had more generous hospitality shown me by school authorities than in Florence, Italy. From the first I was assured of every courtesy. I was furnished an interpreter, an automobile and chauffeur, and a guide from the central office.

An elementary school first, Victor Emanuel III, named in honor of the King—and even a king should be proud of this beautiful new building. As we step into a third grade room the boys all rise as one and give the Fascist salute by the upraised hand. They remain at attention until the teacher directs that they be at ease. Every boy wears a black smock—a "black shirt"—and responds with military precision. The room is neat and clean and the children show careful personal care although some may come from poor homes.

Across the hall we visit a class of girls who rise and salute as do the boys, but they wear a white smock as the uniform dress. Everything is in order and there is an atmosphere of strict discipline. The room is spic and span.

We are shown the textbooks. Each pupil has one book consisting of five parts, each part dealing with a school subject—arithmetic, literature (reading), geography, science, and religion. These books have been carefully prepared by committees under the direction of the government and are designed to promote

the life of Italy as now organized. Other books may be used but these constitute the core of the curriculum in the Italian schools. We note at the front of every school room three objects—the crucifix, a picture of the King, and a picture of Premier Mussolini.

We are taken to see the toilet and bathing facilities and they are fine indeed, with their polished marble tiles and shining metal parts. Italians have in the past been accused of a lack of sanitary niceties, but these children can hardly spend their days in such surroundings without becoming sensitively conscious to the essentials of sanitation and cleanliness. I believe that it is at this point that Italian schools are now making their most significant contribution. Here and in schools situated in poorer districts we find generous supplies of pasteurized milk served hot to every undernourished child. The men delivering it are neatly uniformed and the utensils shine from scrubbing and washing.

In another elementary school I saw beautiful art booklets made by the children after having visited the great galleries which for centuries have made Florence famous as an art center. This was particularly impressive since the school was located in one of the poorest sections of all Florence. Other noticeable features of this school were the numerous quotations from Mussolini which had been neatly framed and hung along the corridors. There may be statements from other great men of Italy but in display proportions, those by Mussolini led all the rest.

I must not permit you to leave Italy without one more visit and that to the Leonardo De Vinci Industrial School.

than which I have seen no finer in Europe. Magnificently housed and equipped for technical instruction, it seems very closely articulated with government affairs. There are hundreds of machines driven by electric motors, testing equipment, chemical laboratories and electrical equipment. Everything suggests the best in modern technical instruction. In the aircraft department were a number of fine planes and apparently it is in such an institution as this that school and army work effectively together under the rigid and effective discipline of Fascist Italy.

THUS the school days of Europe are passed in review. We see in them the means not only for perpetuating the culture of the centuries but also a powerful force which is undoubtedly creating a new Europe. As one catches the steady tempo of life in London or strolls along the lanes of Devon he realizes that the thoughtful Englishman is convinced that the schools—even the schools of the most unfortunate—must keep pace with the changing and growing needs of a mighty people. As we turn to Germany, Austria and Italy, there is no question regarding

change. But whatever the criticisms leveled at these new regimes, credit must be given for their recognition of educational values. The schools have gone on! The ghosts of economic disaster, poverty, and social chaos have stalked ruthlessly through these lands but the spirit which has made all the world forever their debtor in music, literature, and the fine arts is not dead. The schools have gone on!

As I reflected upon my observations, two fundamental conclusions were inevitable. The first being that in spite of the tortuous days since 1914, all thoughtful people of the countries visited had made and kept the high resolve that the rising generation must have its rightful educational heritage which only the schools can give. The second has in it an element of comparison but I mean it to be in no sense odious in any respect. It is this, that we of my homeland, America, may well emulate the spirit of our thoughtful European neighbors and perpetuate and promote our system of education which, in spite of its limitations, must be placed second to none in Europe in the service it is rendering to the nation of which it is an integral part.

For Further Reading

"WHAT THE BLUE EAGLE STANDS FOR," by Cornelius D. Garrettson, page 5; NRA QUESTIONS AND ANSWERS by F. L. Roberts, page 20; "HAM AND EGGS FOR ALL," an editorial, page 38; (*Vocational Service*).
 "Recovery Act Catechism"—published in issues of *Business Week* beginning with July 1st, 1933.
 "How and Why the Retail Code"—Lew Hahn, *Nation's Business*, Aug., 1933.
 "The Trade Association Emerges"—*Fortune Magazine*, Aug., 1933.
 "The Hundred Days"—Garet Garrett, *Saturday Evening Post*, Aug. 12, 1933.
 "A General Staff to Speed Up the Prosperity Drive"—*Literary Digest*, July 22, 1933.
 "The Big Drive Begins"—*News Week*, July 1, 1933.
 "The New Deal and the Constitution"—John Corbin, *The Forum*, Aug., 1933.
 "The Remembered Man to His President"—Wilson Follett, *The Atlantic*, Aug., 1933.
 "Farewell to Laissez-Faire"—Henry Steel Commager, *Current History*, Aug., 1933.
 "The Recovery Administration"—Dr. E. Francis Brown, *Current History*, Aug., 1933.
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 "Can Business Govern Itself—A Study of Industrial Planning"—Edgar L. Heermance, Harper and Brothers, New York, \$3.00.
 "Looking Forward"—Franklin D. Roosevelt, John Day and Co., New York, \$2.50.
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"AUTOMOBILES AND SOYBEANS" (*Vocational Service*), an interview with Henry Ford by Arthur Van Vliening, page 6.
 "One Foot on the Ground"—Francis Westbrook, *Survey Graphic*, July, 1933.
 "Ford, Wages, and the Depression"—*Business Week*, Feb. 22, 1933.
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 "Today and Tomorrow"—Henry Ford, Doubleday Doran, New York, \$3.00.

MOTOR-RAIL DEBATE (*Vocational Service*) page 14.
 "Store Door Service—Can the Railroads Afford It?"—J. R. Turney, *Railway Age*, Mar. 25, 1933.
 "The American Transportation Problem"—Harold G. Moulton, published by the Brookings Institute, Washington, D.C., \$3.00.

"The Crisis in Our Transportation Facilities"—*Public Utilities Fortnightly*, Aug. 17, 1933.
 "Clear the Track"—*Collier's*, Aug. 5, 1933.
 "Wake the Railroads Up"—*Forbes*, July 15, 1933.
 "Let the Users Pay" (Highway and Railway Interests agree on Plan for Great Britain)—pamphlet issued by the Pennsylvania Railroad.
 "Should the Motor Vehicle Be Regulated"—C. D. Sudborough, pamphlet published by the Pennsylvania Railroad.
 "Room Enough for Both"—Editorial in the *Saturday Evening Post*, May 27, 1933.
 "Railroads and Trucks—What Is a Fair Deal to Both"—Elisha Lee, pamphlet published by the Pennsylvania Railroad.
 "The Automobile's Challenge to America's Transportation Policies"—B. E. Hutchinson, pamphlet published by the School of Engineering, Princeton, Univ.
 "MY HOME TOWN, ATCHISON"—(*Community Service*), by Ed. W. Howe, page 21.
 "Constructive Economy in Government"—a series of lectures delivered every Tuesday evening 7:15-7:45 eastern daylight saving time to September 26, 1933, over NBC. Copies of these addresses are also to be obtained from the National Municipal League, 309 East 34th Street, New York, at a cost of fifteen cents each. Addresses to be given as follows: "Reducing the Public Health Budget," Sept. 5; "Merit Versus Spoils," Sept. 12; "Reducing the Public Works Budget," Sept. 19; "Saving by Planning," Sept. 26.

"AUSTRALIA'S CHIN IS UP" (*International and Community Service*), by Frank E. Russell, page 24.
 "Australians Affairs"—*Current History*, July, 1933.
 "Australian Revenue Gains"—*Current History*, Aug.
 This article from *THE ROTARIAN*: "Rotary in a Young Land"—Lance Fallaw, Sept., 1932.

"A NEW DEAL FOR THE WORLD'S WORKERS" (*Vocational Service*) by Leifur Magnusson, page 34.
 "International Unemployment—a survey"—International Industrial Relations Institute—obtainable at The Hague, Holland, or Room 600, 130 East 22nd Street, New York, \$2.50.
 "World Social Economic Planning"—International Industrial Relations Institute, The Hague, Holland, or Room 600, 130 East 22nd Street, New York, \$2.50.
 "The American Federation of Labor—History, Policies and Prospects"—Lewis L. Lorwin, The Brookings Institute, Washington, D.C., \$2.75.
 "Labor Relations Under the Recovery Act"—Ordway Tead and Henry C. Metcalf, Whittlesley House, McGraw-Hill, New York, \$2.00.

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Chats on Contributors

CORNELIUS D. GARRETSON, *What the Blue Eagle Stands For*, isn't an academic theorist who sits on a swivel chair and tells the world how to run itself. Rather, he is an active business man, president of the Electric Hose and Rubber Co., Wilmington, Del., who, as readers remembering his *I Do My Own Buying* in the May ROTARIAN know, puts his ideas of business ethics into actual operation.

His contribution this month, he desires it to be noted, was prepared with the generous assistance of other members of the Rotary committee appointed to confer with General Hugh Johnson, administrator of the National Recovery Act. They are: **Archie Chandler**, general sales manager of the American Pulley Co., Philadelphia; **William R. Cole, Jr.**, partner, Wm. H. Cole & Sons, Baltimore; **Vernon S. Tupper**, president, Nashville Roller Mills, Nashville; **John N. Van der Vries**, manager, north central division, U.S. Chamber of Commerce, Chicago.



Cornelius D. Garretson. He is the chairman of Rotary's NRA committee.

Henry Ford, *Automobiles and Soybeans*, is a name well-known wherever gasoline turns wheels. He was born at Greenfield, Mich., July 30, 1863, and since 1887 has lived in Detroit. ROTARIAN readers remember well his much-discussed *Essentials of Sound Banking* (April), which was also "as told to" **Arthur Van Vliissingen, Jr.**

The latter gentleman is one of the few making their living by writing who have survived the depression. He is a graduate of Northwestern University, where he distinguished himself in football and swimming. . . **Zyubei Abe**, *Bread and Butter for Manchuria*, who supplies an interesting point of view on the matters Messers Ford and Van Vliissingen discuss, is a member of the Rotary Club of Dairen, Manchuria, and local manager of potent Mitsui & Co.

Few articles in the ROTARIAN have set in motion so many ripples of amusement around the globe as **Irvin S. Cobb's** *Lucullus Never Had It Like This* (May). It, like *My Free Recipe for Getting Rich*, draws on his own family experiences in old Kentucky where, at Paducah, on June 23, 1876, he first opened his eyes. It takes almost a full column in *Who's Who in America* to chronicle the important facts about him. And, incidentally, there we learn that his middle name is Shrewsbury—which in itself is enough to make a man either a humorist or a philosopher!

Our debate-of-the-month is a contribution to the ventilation of a theme much discussed not only among the motor and rail interests, but among Mr. and Mrs. John Citizen and visiting relatives. **A. J. Brosseau** has long been a prominent figure in the automotive world. He is president of Mack Trucks, Inc., and vice-president of the National (U.S.) Automobile Chamber of Commerce. . . **Samuel O. Dunn**, spokesman for railroads, got his vocational start and economic bent as a thirteen-year-old youngster setting type for hot editorials on a newspaper in western Kansas. Before going to the *Railway Age*, of which he is now the editor, he wrote editorials for the *Kansas City Journal* and the *Chicago Tribune*.

A *rara avis* in journalism is **Samuel Johnson Woolf**, who contributes the intimate picture of General Hugh Johnson. Mr. Woolf is the aforementioned *rara avis* because he writes convinc-

ingly and draws engagingly, as witness the frontispiece. His art education was gained from the National Academy of Design and the Art Students League in New York. During the war he did a notable series of portraits of military figures and of paintings of troops at the front. His latest book, *Drawn from Life*, is a delightful collection of word and line sketches of famous men he has interviewed.

Ed. W. Howe, *My Home Town, Atchison*, should be bracketed in American literature with Benjamin Franklin. Both are apostles of commonsense, which Mr. Howe defines as "prayer practically applied; assistance given hope." He is a native of Indiana, but everyone associates him with Kansas, or, more properly, with Atchison and the *Atchison Daily Globe*, which he founded in 1877, and *E. W. Howe's Monthly*, begun in 1911. He is an honorary member of the Rotary club in the town of which he writes.

F. L. Roberts, *NRA Questions and Answers*, once was introduced as "Colonel Roberts." "Pardon me," he said, "but I'm just a private in General Johnson's army. I'm a long way from being a colonel and wasn't even born in Kentucky!" Which isn't a bad picture of the sort of man this man, who manages the Chicago district of the United States Department of Commerce, is.

Australia's Chin Is Up was written by one who knows whereof he tells. **Frank A. Russell** is a special correspondent for *The Herald and Weekly Times* of Melbourne, Australia, and an understanding friend of Rotary as mention of his *The Talent* will recall for all who read the February issue.

Clyde B. Moore, *School Days in Europe*, is another old friend (*A New School and a Tax Cut*—November, 1932, ROTARIAN). Since 1925 he has been professor of education at Cornell University, Ithaca, N. Y. . . **Leifur Magnusson**, *A New Deal for the World's Workers*, is a native of Iceland. He was educated at the University of Minnesota, George Washington University, and the Georgetown Law School. He has long been interested in labor and social research, and since 1924 has been American representative of the International Labor Office.

